"THE AUTOCAR" ROAD BOOK

VOL. IV.

NORTH OF ENGLAND AND SOUTH OF SCOTLAND

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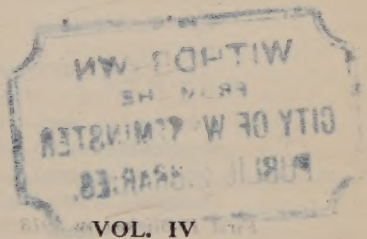
BY

CHARLES G. HARPER



VOL. IV

NORTH OF ENGLAND AND SOUTH OF SCOTLAND

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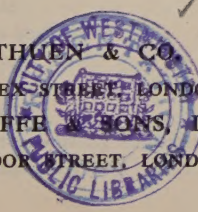

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Map of the district covered in this volume. Drawn by E. R. Ingram	*At end*

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AUTOCAR ROAD BOOK

Route 1. UTTOXETER TO ASHBOURNE

Miles from Ashbourne		Miles from Uttoxeter	
12¼	UTTOXETER. *Staffordshire.* (*Town Hall.*)		(Uttoxeter described, Vol. II., p. 711.) Leaving by High Street, road rises and descends.
	Keep left. Keep right.		Keep left at fork of street, and then to right, road again rising.
11¾	"Three Tuns" inn.	½	Keep right at "Three Tuns" inn, fork of roads (Cheadle, 9½ miles left, see p. 3).
	Fork of roads, keep right. *Cheadle,* 9½ m.		
11	Cross the Tean.	1¼	Crossing river Tean, keep right at next fork of roads and over level crossing.
	Fork of roads, keep right. LEVEL CROSSING.		The river Dove wanders hither and thither in mazy windings on the right.
7	Rocester J'ction Railway Station. *Alton Towers,* 3 m.	5¼	Railway station on left. Just beyond it is the turning for Alton and Alton Towers, seat of Earl of Shrewsbury and Talbot. The picturesque village of Alton stands where once stood the ancient castle of Bertram de Verdon.
	Cross the Churnet.		Keeping straight on, past railway station, cross river Churnet into Rocester.

Miles from Ashbourne		Miles from Uttoxeter	
6¾	Rocester.	5½	Small town, with cotton mill, quarries and brickworks. Church rebuilt, 1873. Very fine old cross in churchyard.
	Keep left. LEVEL CROSSING. Keep right.		Keep to left at "Red Lion" inn, and over level crossing, carefully keeping to right when over. Road rises and falls, with Barrow Hill, the site of a Roman camp, on left.
5¼	*Denstone*, 1 m.	7	
4¼	Ellastone.	8	Charming old village, amid lovely surroundings of hill and dale, wood and water. It is the "Hayslope" of George Eliot's *Adam Bede*. Church is partly post-Reformation.
	Fork of roads, keep right. *Wootton-under-Weever*, 1½ m.		Keep right at fork of roads at Post Office. Somewhat remote hamlet, under the Weever Hills, the subject of an old and still well-remembered injurious rhyme :— *"Wootton under Weever Where God comes never."* Wootton Hall and Wootton Lodge are interesting. The Hall was occupied by Rousseau, 1766. The Lodge is a beautiful Jacobean mansion.
	D *Gradient* 1 in 9. Cross a stream. Keep straight on.		Leaving Ellastone, the road descends and rises a steep and winding hill, passing Calwich Abbey on right. Keep straight on to Mayfield.

Miles from Ashbourne		Miles from Uttoxeter	
1¾	Mayfield.	10½	The church is largely Norman and Transitional-Norman. The very fine woodwork is dated 1633. At Mayfield Cottage, now a farmhouse, lived Thomas Moore, 1813-1817. Here he wrote *Lalla Rookh*. Here, too, he wrote *Those Evening Bells*.
			Steep descent to bridge across river Dove.
	Keep right.		
1	HANGING BRIDGE. Cross the Dove. *Enter Derbyshire.*	11¼	
	ASHBOURNE.	12¼	(Described, p. 44.)

ROUTE 2. UTTOXETER TO LEEK

Miles from Leek		Miles from Uttoxeter	
20½	UTTOXETER. *Staffordshire.* (*Town Hall.*)		(Uttoxeter described, Vol. II., p. 711.) Leaving by High Street, road rises and descends.
	Keep left. Keep right.		Keep left at foot of street, and then to right, road rising. Keep
20	"Three Tuns" inn.	½	left at "Three Tuns" inn, fork of
	Fork of roads, keep left. *Rocester*, 5 m. ☞		roads. (Right to Rocester, five miles, see p. 2.)
	Cross the Tean.		
15¼	Checkley.	5¼	This small village has a particularly fine church, with Transitional-Norman and Early English nave and Decorated north aisle.

Miles from Leek		Miles from Uttoxeter	
			The fine south porch is enriched with the ball-flower ornament. There is excellent old stained glass in the magnificent Decorated chancel, which is fitted with stalls dated 1536-60. Altar-tomb with effigies, Godfrey and Margaret Foljambe, 1560.
14¼	Lower Tean. Cross-roads. Keep straight on. *Stoke-on-Trent*, 9 m. *Rocester*, 6 m.	6¼	DANGEROUS square turn from Lower to Upper Tean.
13½	Upper Tean.	7	Entering Cheadle, turn sharply to left at "Bird-in-Hand" inn, rising to the Roman Catholic Church, conspicuous by its lofty spire, and then to right, through the narrow street, past the Market Cross.
10½	Cheadle. (*Market Cross.*) *Rough Close*, 6½ m. *Ipstones*, 5 m. *Oakamoor*, 3 m.	10	Small hilltop market-town with collieries adjacent. Church rebuilt, 1837. Roman Catholic Church by Pugin, 1846. Some examples of old black and white half-timbered houses. Note the quaint inn-sign of the "Royal Oak" in the High Street, showing King Charles in the branches of the oak.
			Leaving Cheadle, keep to right at Market Cross, and then left, past the Town Hall, road rising sharply.
9½	Bear right. UPT	11	Bear right at a colliery. Road rises steeply.
8½	Bear left.	12	Bear left.

Miles from Leek		Miles from Uttoxeter	
6¾	Fork of roads, keep right. *Hanley*, 6 m. *Consall*, 1¼ m.	13¾	Keep right at fork of roads. (Left to Hanley, six miles.) Consall is a most picturesque village on the river Churnet.
5½	Wetley Rocks.	15	Modern village. Wetley Rocks rise boldly in jagged masses of millstone grit, on left.
	D UP&DOWN *Gradients* 1 in 10.		
4	Ashcombe Park.	16½	Ashcombe Park borders the road, on the right: finely timbered and stocked with deer.
	Keep straight on. DOWN		Keep straight on, avoiding a road on right which goes steeply down to Cheddleton railway station. Long descent to Cheddleton.
3¼	Cheddleton. Cross the	17¼	Cheddleton is a small village, charmingly situated in the lovely Churnet valley. The large buildings on the river are paper-mills.
	Caldon Canal. Cross the		Church of St. Edward the Confessor is Early English, Decorated and Perpendicular, with modern stained glass by Burne-Jones and Rossetti. Remains of the old stocks by churchyard wall.
	Churnet.		The road rises to Cheddleton Heath. The extensive buildings on left are those of the Staffordshire County Asylum, built 1899: enlarged 1909.
	D UP&DOWN *Gradients* 1 in 10.		Steep descent over railway bridge, and through the hamlet of
3	Leekbrook. UP	17½	Leekbrook: road then rising and gradually becoming steep and traversing a sandstone cutting when passing the picturesque Leek Cemetery.
½	Compton. UP	20	Passing Compton Church (Norman Shaw, architect) a sharp incline leads up to St. Edward Street, and finally to right, into Sheep Market and Market Place, Leek.

Miles from Leek		Miles from Uttoxeter	
	LEEK. (*Market Place.*)	20½	(Described, p. 46.)

Route 3. NEWCASTLE-UNDER-LYME TO LEEK AND BUXTON

Miles from Buxton		Miles from Newcastle-under-Lyme	
23¼	NEWCASTLE-UNDER-LYME. *Staffordshire.* (*Post Office.*) UP&DOWN D *Gradients* 1 in 9.		Leaving the town by Ironmarket, keep along the middle road at fork of three (King Street). Road rises steeply and then descends steeply and dangerously to the railway station Etruria.
22	Etruria Railway Station.	1¼	The place originates from the factory founded here by Josiah Wedgwood, the great potter, who named his works "Etruria" in the belief that the ceramic ware of the ancients so greatly admired by him came from that Italian province, but they derived from Calabria. An ironworks company now occupies his buildings. Etruria is now one of the constituent parts of the new county borough of Stoke-on-Trent, founded 1910, with a population of 234,533. (A more descriptive name would be "Smoke-on-Trent".)
	UP Fork of roads, keep left. Level Crossing.		Smart rise. Keep left at fork on the summit (Cobridge Road).
20¾	D UP Cobridge.	2½	Very unlovely surroundings, not improved by the presence of electric trams. The smoke of the potteries hangs like a pall over everything, Stoke-on-Trent and

Miles from Buxton		Miles from Newcastle-under-Lyme	
			her sister towns sitting like sluts amid the cinders and potsherds of their pot-banks and wreathing their brows with grime. "*Up in the midst of England is a horrid pall of smoke,* *Its fearful name is Fenton—Longton—Hanley—Burslem—Tunstall—Stoke.*"
	Cross-roads. Keep straight on. *Hanley.* ☞ ☜ *Burslem.* Fork of roads, keep right.		Keeping straight on, over cross-roads, descend to railway bridge and keep right at fork, along the Leek New Road. Running under the railway viaduct at Holden Hill, road rises, and then descends and again rises sharply.
20	Holden Hill Viaduct.	3¼	
	Stockton Brook Railway Station.		
17	Cross the	6¼	
	Trent and Mersey Canal.		
16½	Endon.	6¾	
	Fork of roads, keep right.		Keep right at fork of roads in Endon.
			Gentle descent. Then level interval, followed by long rise to Longsdon.
14	Longsdon.	9¼	
	D		Steep descent, winding and dangerous to crossing of the river Churnet.
	Gradient 1 in 9. WALL BRIDGE. Cross the		
	Churnet.		

Miles from Buxton		Miles from Newcastle-under-Lyme	
			Final rise into town of Leek, up Broad Street, and then left, up St. Edward Street, and then right, ascending Sheep Market into Market Place.

[Alternative and better way up St. Edward Street through the town of Leek, for Buxton : keep straight forward, up Broad Street, cross the Cattle Market, straight on down Ball Haye Street ; and then, taking the second turn to the right, join the direct main road to Buxton. The turning at this point is fairly wide, but being very sharp, extreme caution is necessary.]

12	Leek. *Ashbourne*, 14½ m. *Macclesfield*, 13 m. *Cheadle*, 10½ m.	11¼	(Described, p. 46.) (See pp. 44-46.)
			Leaving Leek, keep to right, down Stockwell Street, which, like nearly all the streets in the town, is paved with stone setts; then straight ahead up the Buxton road.
11	"Moss Rose" inn. Fork of roads, keep left. *Hartington*, 8½ m.	12¼	Keep left at fork of roads at "Moss Rose" inn. (Right to Hartington, eight and a half miles.)
	D *Gradients* 1 in 8. CHURNET B'DGE.		Easy decline, presently followed by steep and dangerous fall down a hill locally known as "Solomon's Hollow," with succeeding steep rise, followed by about one mile of undulating road.
9	Cross the Churnet. 	14¼	Then another steep descent to river Churnet, with much steeper ascent to Upper Hulme.

Miles from Buxton		Miles from Newcastle-under-Lyme	
9	Upper Hulme.	14¼	Hamlet at foot of the Roaches, which for some distance have been bulking most impressively ahead, in bold mountainous outline. The Roaches, or Roches, *i.e.* "the Rocks" are a most fantastic and grim assemblage of peaks, rising 1560 feet, and looking, by reason of their isolation and sharp outline, much more lofty. They are composed of dark millstone grit. The loftiest and most impressive peaks are the Five Clouds ("cloud" is an Anglo-Saxon word meaning "rock") and Hen Cloud, *i.e.* "Old Rock". The atmosphere of this hilly country is celebrated for its bracing and invigorating qualities.
			Long, heavy rises, along the eastern shoulders of the Roaches, locally known as "Ramshaw Rocks".
7	Middlehills.	16¼	Here, at Middlehills, at the "Royal Cottage" inn, Prince Charlie is said to have halted and taken refreshments, in the room still shown to visitors.
	Fork of roads, keep left. *Longnor*, 4 m. ☞		Keep left at fork of roads. Right to Longnor, four miles. The magnificently stern mountain scenery along this route, culminating in the peaks brooding over Axe Edge, fully compensates for the loneliness and the arduous character of the way.
4½	Flash Inn. "Traveller's Rest." Bear sharp left.	18¾	The "Traveller's Rest" inn stands beside the road at a spot still sometimes called "Flash Bar," although the old toll bar which once spanned the highway is a thing of the past. The hamlet of

Miles from Buxton		Miles from Newcastle-under-Lyme	
	Flash or Quarnford.		Flash is on left. This inn is the third highest in England, the road here reaching an altitude of 1535 feet. Flash, or Quarnford, has a history unique in the kingdom, as having once been the home of the makers of spurious bank-notes and false coins: "flash" notes and currency.
	Enter Derbyshire.		A short distance beyond the "Traveller's Rest" we enter Derbyshire.
	D *Gradient* 1 in 9.		A series of switchback rises and falls begins, with a steep descent 1 mile from "Traveller's Rest," round a DANGEROUS corner, with an old coal-pit on left.
			A word must here be said for the scenery at this point. Although not quite so lofty as the Peak, it is far more striking, the hills assuming more of the true mountain character, rising into demoniacal-looking peaks, such as that of Chrome Hill, on right, 1000 feet; Axe Edge, the crowning height, 1750 feet; Ladman's Low, 1633 feet; Diamond Hill, Harper Hill, and others, forming just such an amphitheatre of eerie heights and depths as that in which Rip van Winkle met the gnomes of the Kaatskill Mountains.
1½	LEVEL CROSSING.	21¾	Steeply descending under Axe Edge, on right, and passing over a level crossing, keep left at fork of roads. The road to the right goes past the Buxton Lime Works, and joins the Buxton to Ashbourne road.
	D *Gradient* 1 in 9.		
	Fork of roads, keep left.		Keep left at fork of roads at Burbage church.
¾	Burbage Church.	22½	
	Fork of roads, keep left.		
	BUXTON.	23¼	(Described, p. 207.)

Route 4. NEWCASTLE-UNDER-LYME TO MANCHESTER

Miles from Manchester		Miles from Newcastle-under-Lyme	
37	NEWCASTLE-UNDER-LYME. *Staffordshire.* (*Post Office.*)		Proceed by the Knutsford road. Indifferent road to Talke-on-the-Hill.
36½	Cross Heath.	½	
35½	Fork of roads, keep right.	1½	Keep right at fork of roads.
32½	Talke-on-the-Hill.	4½	Coal-mining village. The curious place-name is a survival of the
32	Coalpit Hill.	5	original Welsh "Tal," a hill; and the added "on-the-Hill" is thus a redundancy, the addition of later settlers who did not comprehend the meaning of the Welsh.
	Fork of roads, keep right. *Knutsford*, 18¼ m. *Enter Cheshire.*		Keep right at fork of roads. (Left to Knutsford, eighteen and a quarter miles, see pp. 21-23.)
31	"Red Bull" inn.	6	
	Cross-roads, keep straight on. *Cross the* *Canal.* *Sandbach*, 6¼ m. *Tunstall*, 3 m.		Keep straight on at cross-roads at "Red Bull" inn. Sharp rise from cross-roads.
	Church Lawton.		Lawton Hall, in fine park, is seventeenth and eighteenth century. Secret passage between drawing-room and library. The church tower is good and interesting Early English. The body of it

Miles from Manchester		Miles from Newcastle-under-Lyme	
			has been rebuilt in red brick. Altar-tomb, with effigy, John Bybber, priest, builder of the tower.
30	Scholar Green.	7	
27¾	Moreton.	9¼	Moreton Old Hall (otherwise "Little Moreton Hall") on right, is one of the very finest sixteenth century black and white timbered houses in England, and is surrounded by a moat, the whole forming an exquisite picture. A gatehouse and courtyard lead to it. (Admission, 3d.) This delightful old mansion has a stately dining-hall and a banqueting-hall with enriched ceilings. The exterior of the dining-hall is quaintly inscribed :—

"*God is al in al things. This windovs Whire made by William Moreton in the Yeare of Oure Lorde MDLIX— Rychard Dale, Carpeder made thies windous by the Grac of God.*"

26½	Astbury.	10½	Church is very fine Perpendicular and early seventeenth century building. Tower and spire detached. The barbarians who "restored" the church in 1825 turned out most of the monuments which remain in the churchyard to this day. Others, to Moreton and Davenport, are still within.
	"Waggon and Horses" inn.		
	Junction of Holmes Chapel Road.		Junction of road from Holmes Chapel on left.
	DOWN		
24¾	Congleton.	12¼	Pop. 11,309. Quaint old town, paved throughout with granite setts. It has rather a grim appearance, although possessing some highly picturesque old black and white timbered buildings. There are numerous factories engaged in silk weaving, the making of fustian, and tobacco manufacture. The fine old inns, the "Lion and Swan," the

"White Lion," and the "Black Boy" are delightful examples of the old-time English hostelry.

The churches are not of interest. The Town Hall, built 1866, is one of E. W. Godwin's interesting works.

Hotels: Lion and Swan (garage); Bull's Head (garage). Motor-repairs: Banks, West Street.

Miles from Manchester		Miles from Newcastle-under-Lyme	
	Leek, 12 m. ☞ *Holmes Chapel*, 7½ m. *Whaley Bridge*, 16¼ m. ☞ *Sandbach*, 8 m.		(See p. 77.) (See pp. 79-81.)
	Cross the Dane.		Leaving Congleton, proceed along Main Street, on left, and cross river Dane, thence keeping immediately to left, and to left again in three-quarter miles at "Grove inn," road rising long incline. (Right to Whaley Bridge, fifteen and a half miles, see pp. 79-[81.)
	Fork of roads, keep left.		
24	Grove inn. Fork of roads, keep left. *Whaley Bridge*, 15½ m. ☞	13	
20¾	Marton.	16¼	Church is partly half-timbered, but has a rather terrible, somewhat factory-like east end, in brick. "Marton Great Oak" is one of those numerous oaks said to be "the largest in England". At four feet from the ground it is forty-three feet in circumference.
19	Siddington.	18	The church is something in the nature of a pious fraud. Although of quite respectable Tudor brick, it has been painted to represent black and white half-timbered work. The road now passes close by Redesmere, on right. It is a part of Capesthorne Park, which

Miles from Manchester		Miles from Newcastle-under-Lyme	
			extends extensively on either side of the road. It is seat of the Bromley-Davenport family. The Hall, burned down 1861, was then rebuilt.
16½	Monk's Heath. Cross-roads. Keep straight on.	20½	Passing over cross-roads at Monk's Heath, Alderley Park skirts the road for a considerable distance, on right. It is the seat of the Earl of Sheffield. The church contains numerous monuments of the family.
	Macclesfield, 4¾ m. ☞ *Knutsford*, 6¼ m.		(See pp. 216-217.)
15¼	Nether Alderley.	21¾	
13¾	Alderley Edge Railway Station.	23¼	Residential district, developed of recent years amid this extremely picturesque, and once wild and legendary district of Alderley Edge. The wooded Edge itself rises to the right, from the surrounding Cheshire plain, and is a remarkably striking feature in the landscape. It is a lofty ridge, 650 feet high, and two miles long, rugged with boulders, and rough sandstone cliffs, and with many noble fir trees.
12¼	Wilmslow.	24¾	One of the most charming among the beautiful villages of Cheshire, with fine Decorated and Late Perpendicular church. Monuments include altar-tombs, with effigies, Humphrey and Ellen Newton, sixteenth century; and Rev. Henry Trafford, 1537. Brass: Sir Robert Del Booth and lady.
	Cross the Bollin.		

Miles from Manchester		Miles from Newcastle-under-Lyme	
	Cross the Dean.		
10	Handforth.	27	Here is Handforth Hall, dating from 1562, as appears by the inscription upon the porch, which states it to have been built by Sir Uryan Brereton.
	Cross-roads. Keep right. *Altrincham*, 6¼ m.		Keep right at cross-roads, entering Cheadle. (Left to Altrincham, six and a quarter miles, see p. 40.)
7	Cheadle.	30	Residential town, upon the outskirts of Manchester. Church rebuilt, 1540, and since much restored, contains some few old monuments. Among the old houses still remaining at Cheadle are Cheadle Moseley Hall, 1667.
	Fork of roads, keep left. *Stockport*, 2¾ m. Cross the Mersey. *Enter Lancashire.*		Keep left at fork of roads. (Right to Stockport, 2¾ miles, see p. 40.)
5	Didsbury.	32	
	Fork of roads, keep right.		Keep sharp to right at fork of roads by the "Old Cock" inn.
4	Withington. ("White Lion.")	33	Here begin the Manchester electric tramways.
	Fork of roads, keep right.		Keep right at fork of roads, and follow the tramway lines on to Manchester.
3¼	Fallowfield.	33¾	
2	Rusholme.	35	
	MANCHESTER. (*St. Ann's Square.*)	37	(Described, pp. 50-52.)

Route 5. NEWCASTLE-UNDER-LYME TO LIVERPOOL. (BY RUNCORN)

Miles from Liverpool		Miles from Newcastle-under-Lyme	
51	NEWCASTLE-UNDER-LYME. *Staffordshire.* (*Post Office.*)		Newcastle-under-Lyme to Coal-pit Hill, fork of roads, as p. 11.
46	Coalpit Hill. Fork of roads, keep left. *Congleton*, 7¼ m. ☞	5	Keep left at fork of roads. (Right to Congleton, seven and a quarter miles, see pp. 11-12.)
43¾	"Lawton Arms" inn. Fork of roads, keep left. *Knutsford*, 16 m. ☞	7¼	Keep left at "Lawton Arms," fork of roads. (Right to Knutsford, sixteen miles, see pp. 21-23.)
41¼	Cross-roads. Bear right.	9¾	Bear right at cross-roads. Good easy running all the way to Sandbach.
38¾	Sandbach.	12¼	Decayed old market-town, with many points of interest, the chief being the two very remarkable crosses in the market-place. The tallest of these is 15 ft. 10 in., the smaller, 10 ft. 9 in. They have stood here for more than 1000 years, with an interval between the time of Queen Elizabeth and 1816. The reforming zealots of the reign of Good Queen Bess smashed them in several pieces, and the fragments were in use as doorsteps and paving-stones, or were taken bodily away to Tarporley. Finally in 1816, the pieces were all recovered and the crosses were again set up. They are sculptured with scenes in sacred history, and with figures considered to represent the Apostles. These famous crosses are supposed to have been made to celebrate the conversion and marriage of the heathen King Peada of Mercia. The church is Perpendicular, much restored. The "Old Hall" inn, chiefly of the seventeenth century, was once a private mansion, and has an extremely picturesque half-timbered front, and interesting interior, including a pair of dog-gates.

Miles from Liverpool		Miles from Newcastle-under-Lyme	
	Crewe, 6 m. *Congleton*, 8 m.		(See pp. 27-28.)
37¼	Sandbach Railway Station. Cross the Trent and Mersey Canal.	13¾	
33¾	Middlewich. *Nantwich*, 10 m. *Knutsford*, 10 m.	17¼	Pop. 4909. Old salt town which takes its name from intermediate situation between Nantwich and Northwich. It is a quaint old place of narrow streets lined with gabled houses. The church contains a poor-box dated 1682.
31¼	Bostock Green.	19¾	Passing Bostock Hall, on right, seat of Col. Hayhurst, we pass through the model village of Bostock Green.
29¾	Mere Heath.	21¼	
29¼	Davenham.	21¾	*I.e.* the "home on the Daven," the river which runs half-mile or so on right, and is now called the "Dane". The Perpendicular church has a lofty spire of later date.
27½	Northwich. *Chester*, 17¾ m. *Altrincham*, 11¾ m. Cross the Weaver Navigation Canal. Cross the Canal.	23½	Described, p. 35. (See pp. 33-38.) Leaving Northwich out of Bull Ring, cross Weaver Navigation Canal and ascend sharply to right, up steep and winding rise; then descending to canal.

Miles from Liverpool		Miles from Newcastle-under-Lyme	
	Cross the		Rise again, and cross river Weaver by swing-bridge, and then turning sharply to left to Barnton.
	Weaver. Cross-roads. Turn left.		
25½	Barnton.	25½	
24¾	Little Leigh.	26¼	
23¾	Cross-roads, keep straight on.	27¼	Keep straight on at cross-roads.
	Tarporley, 11½ m. *Warrington*, 6¾ m.		(See pp. 28-30.)
			Road rises to Halton.
21½	Fork of roads, keep left.	29½	Keep left at fork of roads at Runcorn Workhouse.
20¼	Sutton Weaver Railway Station. Fork of roads, keep right. *Frodsham*, 2¾ m.	30¾	Keep right at Sutton Weaver railway station, fork of roads. (Left to Frodsham, 2¾ miles, see pp. 41-42.)
17¾	Halton. Fork of roads, keep left.	33¼	Picturesquely situated village on a red sandstone eminence. On left are the scanty ruins of Halton Castle. Fine views over the Mersey to smoky Widnes.
			Keep left downhill. Below the castle ruins is the Early English church. The "Castle" inn is a quaint old building. The Library founded by John Chesshyre, sergeant-at-law, 1662, is next the vicarage. Visitors may enter on Tuesdays and Fridays. Descending Halton Road to Bridge Street, keep to right, and descend Church Street and Lord Street, Runcorn.

Miles from Liverpool		Miles from Newcastle-under-Lyme	
15½	Runcorn. TRANSPORTER BRIDGE.	35½	Pop. 17,000. Busy town and port on the Mersey, where the Bridgewater Canal and the Manchester Ship Canal begin.
	Cross the Manchester Ship Canal.		Cross the Ship Canal and the Mersey by the Transporter Bridge (Toll, 8d., return, 1s.) The lofty railway bridge, with footpath for pedestrians, is on left.
	Cross the Mersey. *Enter Lancashire.*		
14¼	Widnes. (*Town Hall.*)	36¾	Pop. 36,000. Widnes derives its name from the prominent ness, or rocky projection, which here narrows the river Mersey to about one-eighth of a mile. It immediately widens, up and down stream, to half-mile. Widnes is emphatically not a tourist resort, and is a very excellent place to get away from. It manufactures soap and produces alkalis and bleaching materials, together with salt, and also smelts iron and copper pyrites, all on the largest scale. Manure works and tanneries add to its flavours. All these activities have developed since 1850.
	Warrington, 6¼ m.		(See p. 24.)
			Leaving Widnes, keep to left over level crossing, road descending and rising past Ditton railway station.
12¾	Ditton Railway Station.	38¼	
10¾	Hale.	40¼	The inn with the curious sign of the "Child of Hale" refers to a celebrated local giant, one John Middleton, who was born here, 1578. He died, 1623, and his

Miles from Liverpool		Miles from Newcastle-under-Lyme	
			grave is still eagerly pointed out in the churchyard. His height was 9 ft. 3 in. He appears to be a pretty well-authenticated person, and was presented to James I. in London, 1617. The Old Hall is at the further end of the village. The grounds, in which there is a decoy for wild fowl, extend to the Mersey.
8½	Speke.	42½	In Domesday, "Spec," probably so-called from its position overlooking the Mersey.
	Cross-roads, keep left. *Speke Hall*, ☜ ¾ m.		Keep left on leaving Speke, and pass the gates of Speke Hall, a lovely old mansion near Mersey side. It dates from 1598, and was formerly moated. The work is chiefly of black and white half-timbered construction. This was formerly the home of the Norreys family.
6¼	Garston.	44¾	Here are dock and railway developments.
4¼	Aigburth.	46¾	Liverpool is approached past the better-class outskirts through Aigburth and by Sefton Park. Through the park, and along Lodge Lane and Croxteth Road, where turn left, and along Prince's Road (electric trams), Catherine Street, Canning Street and Hope Street. Thence to left, by Hardman Street, Leece Street, Bold Street, Church Street and Lord Street. At end of Lord Street, turn right, and along Castle Street to St. George's Hall.
	LIVERPOOL.	51	(Described, pp. 83-85.)

Route 6. NEWCASTLE-UNDER-LYME TO LIVERPOOL

Miles from Liverpool		Miles from Newcastle-under-Lyme	
52¾	NEWCASTLE-UNDER-LYME. *Staffordshire.* (*Post Office.*)		Newcastle-under-Lyme to fork of roads at "Lawton Arms," as p. 16.
45½	"Lawton Arms" inn. *Cheshire.*	7¼	
	Fork of roads, keep right. *Sandbach*, 5 m.		Keep right. (Left to Sandbach, five miles, see p. 16.)
43	Four Lanes End. (*Post Office.*) Cross-roads, keep straight on.	9¾	Hamlet.
39¾	Brereton Green.	13	Here is the entirely charming "Bear's Head" inn, a stately old gabled and half-timbered hostelry, dated 1615 on the porch. The "Bear's Head" was the crest of the Brereton family, of Brereton Hall. The enormous eighteenth century range of stabling opposite is a relic of the old days of post-chaises and chariots.
	Brereton, ½ m.		The village of Brereton, half-mile right, has an ancient church. The lovely old Hall, the old home of the Breretons, was built in the sixteenth century.
38¾	Parkhouse Lodge.	14	
37¾	Junction of road from Congleton on right.	15	
37½	Holmes Chapel.	15¼	Decorated and Perpendicular church, built of red sandstone.
	Cross-roads, keep straight on.		Keep straight on at cross-roads, road bending to left, and crossing river Dane.

Miles from Liverpool		Miles from Newcastle-under-Lyme	
	Alderley Edge, 10¾ m. ☞ *Middlewich*, 🚃 4 m. Cross the Dane.		The road passes through pleasant pastoral country, along typical good Cheshire rural roads, than which there are none better. This district is still comparatively solitary, and was anciently the dangerous tract of Rudheath, a kind of criminal Alsatia.
36½	Cranage.	16¼	
35½	Fork of roads, keep right. *Northwich*, 🚃 6½ m.	17¼	Keep right at fork of roads. (Left to Northwich, six and a half miles, see p. 26.)
33¾	*Nether Peover*, 🚃 1¼ m. Cross the Peover Eye.	19	Church of St. Oswald is an interesting building, almost wholly of timber, a work of about 1296. The ancient oaken parish chest has a very heavy lid. It is said that no woman who cannot lift it is fit to be the wife of a Cheshire farmer.
33¼	Fork of roads, keep left. *Peover Superior*, ¾ m. ☞	19½	Or "Over Peover". In Domesday, "Pevre". Peover Hall dates from time of Queen Elizabeth. The church contains monuments of the Mainwarings of the Hall. Pleasant easy run into Knutsford, past Toft Hall and other old parks and mansions, where a picturesque gazebo will be noticed looking upon the road.

Miles from Liverpool		Miles from Newcastle-under-Lyme	
29½	Knutsford.	23¼	Pop. 5760. *I.e.* "Knut's," or "Canute's ford". It is the "Cranford" of Mrs. Gaskell's

novel of that name, and in many ways an interesting old town, but with rather grim, narrow and hard-featured streets, mostly paved with stone setts. The presence of Knutsford gaol does not tend to enliven the outlook. The memory of Mrs. Gaskell is cherished here. She was actually born in Chelsea, 1810, but lived nearly all her life at Knutsford and Manchester, and is buried here, in the ground of the Unitarian Chapel. A portrait medallion of her has recently been placed upon the Post Office frontage. May Day is a great occasion in the town, with music and dancing. The streets are clean swept and each frontager carefully sands the pavement and roadway opposite his premises with a fine red sand, much in request here, distributing it in fanciful patterns from a funnel, according to individual taste. A prize is generally awarded to the best of these designs. The old church was demolished 1771.

Tatton Park (Lord Egerton of Tatton), immediately adjoining Knutsford, on the north, is a beautiful and extensive domain, three miles across, for centuries past the seat of the Egerton family. The mansion is severely classic in style. Among the collections and curiosities in the house is a curious little picture by Rubens, representing a hand holding an empty purse. It was painted and sent by the artist to his patron the King of Portugal, as a reminder that his account had not been settled. Tatton Mere, in the park, is one mile long.

Hotel : Royal George (garage).

	Northwich, 7 m.		
	Macclesfield, 11 m.		(See pp. 216-217.)
	Wilmslow, 7¼ m.		
			Leaving Knutsford past the Square, keep to right, past the Fountain.
27½	Fork of roads, keep left.	25¼	Keep left at fork of roads. (Right to Manchester, fourteen
27	*Manchester*, 14¼ m.	25¾	and a quarter miles.)
	Mere Corner.		Keep left at Mere Corner, over
	Oblique cross-roads.		oblique cross-roads.

Miles from Liverpool		Miles from Newcastle-under-Lyme	
	Keep left. *Manchester*, 13½ m. *Nantwich*, 24½ m.		(See p. 28.)
26	Hoo Green.	26¾	
24¾	*High Legh.*	28	
20¾	*Grappenhall.*	32	Fine Perpendicular church, with monuments of Middlehurst family. The old stocks remain by the churchyard wall.
	Cross-roads, keep straight on.		Keep straight on at cross-roads.
	Stockton Heath, 1¾ m.		(See pp. 39-40.)
20¼	*Thelwall*, 1 m.	32½	
19½	Latchford Locks. Cross the Manchester Ship Canal.	33¼	Cross under Bridgewater Canal and over the Manchester Ship Canal Swing Bridge at Latchford Locks. Road here is narrow in many places.
	Cross the Mersey.		Crossing the river Mersey by the rather fine, but narrow, bridge, beside which stands a statue of Cromwell, the town of Warrington is entered along Bridgegate.
	Enter Lancashire.		
18	Warrington. (*Marketgate.*)	34¾	Pop. 72,178. Warrington has of late years considerably rebuilt itself, particularly as regards Bridgegate, which we now ascend to the centre of the town, at the cross-roads, at Marketgate. It has installed electric tramways, widened Bridgegate, and abolished some of the barbaric stone setts. Warrington's industries include cotton spinning, soap, glass and pin-making. The very large church, with lofty spire, is Decorated and Perpendicular. Beneath the chancel is a crypt. Monuments include altar-tomb with effigies, Sir John Butler, 1463, and wife. The figure of a negro, to be noticed on this monument, refers to the story of Sir John Butler being murdered, with his wife, at their house, Bewsey Hall, one and a half miles north,

and their infant son being saved by a negro servant. The "Fox" and the "Barley Mow" are interesting old inns.

Motor repairs: Bellian & Davies, 115 Sankey Street (garage); Warrington Motor Garage.

	Manchester, 18 m. ☞		(See pp. 81-82.)
	Wigan, 11½ m., straight on.		(See pp. 30-32.)
16½	Sankey Bridge Railway Station. Cross the Sankey Canal.	36¼	Leaving Warrington along the Liverpool road, keep left to Sankey Bridge Railway Station.
16	Fork of roads, keep left. *Prescot*, 8 m. ☞	36¾	Keep left at fork of roads. (Right to Prescot, eight miles, see p. 83.)
15	Penketh. Fork of roads, keep right. *Widnes*, 🚃 3¼ m. Farnworth and Bold Railway Station.	37¾	At fork of roads beyond Penketh, keep right. (Left to Widnes, three and a quarter miles.
13¼	Fork of roads, keep right. 🚃 *Farnworth*.	39½	Keep right at fork of roads.
9½	Cronton.	43¼	
6¼	Huyton.	46½	The town of Huyton is chiefly on right. Church has fine Perpendicular screen and hammer-beam roof. Brass: Wm. Bell, pastor, ejected 1662. He is described as a "most Famous Preacher, whose Pithy and Sententious Sermons warmed the hearts of all Good Christians".
5½	Roby.	47¼	
4¼	Broad Green.	48½	
3¼	"Old Swan" inn.	49½	Liverpool electric tramways begin. The great city of Liver-

Miles from Liverpool		Miles from Newcastle-under-Lyme	
			pool is entered along the Prescot Road, past the Cattle Market, and steeply down Prescot Street and London Road, whence turn left into Lime Street to St. George's Hall.
	LIVERPOOL. (*St. George's Hall.*)	52¾	(Described, pp. 83-85.)

Route 7. HOLMES CHAPEL TO NORTHWICH

Miles from Northwich		Miles from Holmes Chapel	
8½	HOLMES CHAPEL. *Cheshire.*		Descend past church to river Dane.
	Cross the		
	Dane.		
7½	Cranage.	1	
6½	Fork of roads, keep left. *Knutsford*, 6 m. ☞	2	Keep left at fork of roads. (Right to Knutsford, six miles, see pp. 22-23.)
5¼	"Three Greyhounds" inn.	3¼	
3¾	Lach Dennis.	4¾	Pronounced "Laitch" Dennis.
2½	Broken Cross.	6	
	Cross the		
	Canal.		
	NORTHWICH. (*Bull Ring.*)	8½	(Described, p. 35.)

Route 8. NANTWICH TO CREWE, SANDBACH AND MANCHESTER

Miles from Manchester		Miles from Nantwich	
38	NANTWICH. *Cheshire.* (*Market Square.*)		Leaving Nantwich by the Market Square, turn left into Hospital Street, and at end of street turn left, and then presently to right.
36½	Willaston School. *Willaston.* ☞	1½	Willaston village on right.
36	Fork of roads, keep right. *Wistaston* ☜ *Church.*	2	Keep right at fork of roads.
34	Crewe.	4	Pop. 44,100. Crewe is a railway town, created in modern times, and owing its very existence to the London & North Western Railway, for it is not merely the railway junction familiar to travellers, but is the site of the Company's locomotive and other works, which occupy 137 acres, and employ 7500 hands. All these developments have come to pass since 1843, for up to that time only a few scattered farmsteads occupied this site, which had not even a name, being in the parish of Church Coppenhall. The name derived from Crewe Old Hall, three miles south-east, burnt down 1866, and rebuilt. It stands in a fine park, and is the seat of the Marquis of Crewe.

Hotels: Crewe Arms (garage); Imperial (garage); Royal (garage). Motor repairs: Vernon, Earl Street; Thomas, Market Street.

33	Crewe Green. Fork of roads, keep left.	5	Keep left at the church, fork of roads.
32	Haslington.	6	The old Hall is a picturesque half-timbered mansion.
	Cross a stream.		Crossing a stream, with small lake on right, and then passing through Winterley, the road proceeds easily, past modern hamlets,
31¼	Winterley.	6¾	across what was formerly Winterley and Wheelock Heaths.
29½	Wheelock.	8½	

Miles from Manchester		Miles from Nantwich	
	Cross the Wheelock. Cross the Canal.		
28	Sandbach.	10	(Described, p. 16.)
	Newcastle-under-Lyme, 12¼ m. 🚂 *Middlewich*, 🚋 5 m.		(See pp. 16-17.)
26¾	Fork of roads, keep left. *Congleton*, 6¾ m. 🚂	11¼	Keep left at fork of roads. (Right to Congleton, six and three-quarter miles.)
25¾	Brereton Green.	12¼	Brereton Green to fork of roads,
13½	Fork of roads, keep right. *Warrington*, 🚋 9½ m.	24½	half-mile before Mere Corner, as pp. 21-23, where keep right. (Left to Warrington, nine and a half miles.) The road runs charmingly between the park of Mere Old Hall on left and Tatton Park on right, passing on left the mere whence the place-name derives.
12	Bucklow Hill. Bear right. MAN-CHESTER. (*St. Ann's Square.*)	26 38	Bear right at "Swan" inn. Thence to Manchester, as pp. 37-38.

Route 9. TARPORLEY TO WARRINGTON, WIGAN AND PRESTON

[*No one who can possibly help it ever goes through between the Warrington and Preston part of the route shown below. The route through Wigan is given here as a main road, but it is in every way bad and to be avoided, as shown by Route* 25, *pp.* 115-116.]

Miles from Preston		Miles from Tarporley	
47	TARPORLEY. *Cheshire.* (*"Swan" Hotel.*)		Proceeding from the "Swan," along main street, in direction of Chester, take first turning to right, road rising and descending easily to Cotebrook. The scenery on the way is of a pleasant, wooded character.
45	Cotebrook.	2	
43½	Cross-roads, keep straight on.	3½	To the left of cross-roads is Oak Mere. The road now runs through part of Delamere Forest, on the way to Crabtree Green.
41¼	Crabtree Green. Oblique cross-roads, keep straight on.	5¾	Keep straight on over oblique cross-roads.
	Chester, 12¼ m. *Northwich*, 5½ m.		(See pp. 33-35.)
38¾	Fork of roads, keep left. *Weaverham.*	8¼	Keep left at fork of roads. (Weaverham on right.) Old-fashioned little town. Church rebuilt *c.* 1617.
38¼	Weaverham Gate. Cross-roads. *Frodsham*, 6½ m. *Northwich*, 3½ m.	8¾	Keep straight on at Weaverham "Gate" inn, and follow the telegraph poles.
			Road descends and skirts along river Weaver, which is crossed by
37	WEAVER BRIDGE. Cross the	10	the Weaver swing-bridge.
	Weaver.		Steep rise to crossing of canal.
	ACTON BRIDGE.		

Miles from Preston		Miles from Tarporley	
36½	Cross the Grand Trunk Canal.	10½	
35½	Cross-roads, keep straight on. *Northwich*, 4½ m. ☞ *Runcorn*, ☜ 8¼ m.	11½	Keep straight on at cross-roads. (See pp. 17-19.)
34¾	Lower Whitley. Fork of roads, keep left.	12¼	Keep left at fork of roads in Lower Whitley.
32¼	Stretton.	14¾	
30	Stockton Heath.	17	
29¾	Cross the Manchester Ship Canal. LEVEL CROSSING. Cross the Mersey.	17¼	
28¾	Warrington. *Manchester*, 18 m. ☞ *Liverpool*, ☜ 18 m.	18¼	(Described, p. 24.) (See pp. 81-83.) Leave Warrington from Market-gate, along Sankey Street, past Great Central Railway Station, and to left at fork of roads (electric trams) along the Winwick road.
	Fork of roads, keep left.		
25¾	Winwick. Fork of roads, keep left. *Leigh*, 6 m. ☞	21¼	The church stands prominently at fork of roads, at which keep left, past the drinking fountain. Winwick church is a very stately Perpendicular clerestoried building, with lofty spire. The rough and weather-worn carving of a pig on the tower has occasioned strange old local legends. The

Miles from Preston		Miles from Tarporley	
			two chapels anciently appropriated in the church to the Gerard and Legh families contain monuments and brasses.
24¼	Fork of roads, keep left. *Leigh*, 5 m. ☞	22¾	Keep left at fork of roads, approaching Newton-le-Willows. (Right to Leigh, five miles.)
24	Newton-le-Willows.	23	*I.e.* "Newton-by-the-Willows," the conjunctive "le" being the old Norman-French "lez". The town, together with its neighbour, Ashton-le-Willows, masquerades very frequently upon the maps as "in Makerfield," but in ordinary usage these picturesque distinguishing names are dropped, and the places become just "Newton" and "Ashton," like the common Newtons and Ashtons numerous all over the country. It should, however, be added that, in their recent industrial development, and with the coming of the electric tramways, neither of these places lives up to its picturesque name.
	St. Helens, 🚃 5¼ m.		This route is a most uninviting and altogether calamitous highway.
22¾	Golborne.	24¼	Inn here has the curious sign, "Th' Sign's i' th' Cellar," which is another way of saying the liquor is so good that it needs no sign, *i.e.* "Good wine needs no Bush".
	Fork of roads, keep left.		After passing Ashton railway station, keep left at fork where the trams go round to right.
21½	Ashton-le-Willows. (or "Ashton-in-Makerfield")	25½	
	"Robin Hood" inn.		Keep left at "Robin Hood" inn, leaving the tram lines that go straight ahead, and following the others which turn left.
	Fork of roads, keep left.		

Miles from Preston		Miles from Tarporley	
20¾	Brynn Railway Station.	26¼	
19¾	Park Lane Colliery.	27¼	
18¾	Fork of roads, keep right. Cross the Canal.	28¼	Keep right at fork of roads.
17¼	Wigan.	29¾	Pop. 89,171. The town and neighbourhood are altogether deplorable from the tourist's point of view, being a kind of inferno composed of squalid houses, badly paved roads, belching factory chimneys and general gloom. It is a blacker Black Country than that which surrounds Birmingham and Dudley. Cotton spinning, coal mining and numerous other industries are practised here.
	Manchester, 19 m. ☞ *Ormskirk*, 🚂 12 m. *Bolton*, 8 m. ☞		Leaving Wigan by descent of King Street, keep to right along Wallgate (electric trams continue all the way to Standish). One mile right is Haigh Hall, seat of Earl of Crawford and Balcarres.
15¾	Boar's Head Railway Station. Fork of roads, keep left. *Chorley*, 6 m. ☞	31¼	Keep left at fork of roads at Boar's Head railway station. (Right to Chorley, six miles.)
13¾	Standish. *Rufford*, 🚂 8¾ m.	33¼	
10½	Fork of roads, keep right.	36½	Keep right at fork of roads.

Miles from Preston		Miles from Tarporley	
	Cross the Yarrow.		
7¾	Euxton. *Rufford*, 8¾ m.	39¼	Euxton Hall is in its park on left.
5¾	*Leyland.*	41¼	Interesting old church including some Norman details. Leyland Hall, now a farmhouse, is of late sixteenth century.
4	Junction of road from Chorley, on right.	43	Passing junction of road from Chorley on right, the level crossing at Bamber Bridge railway station is crossed.
3¾	Bamber Bridge Railway Station. LEVEL CROSSING.	43¼	
2	Walton-le-Dale. Cross the Ribble.	45	
	PRESTON.	47	(Described, p. 55.)

ROUTE 10. CHESTER TO MANCHESTER

Miles from Manchester		Miles from Chester	
38	CHESTER. *Cheshire.* (*The Cross.*)		Proceeding from Chester by Eastgate (electric trams) and Foregate Street, keep left at fork of roads. Easy rise and fall.
37¼	Fork of roads, keep left.	¾	
37	Boughton.	1	
34¼	STAMFORD BRIDGE. Cross the Gowy.	3¾	Crossing the Gowy at Stamford Bridge, bear right, road rising easily.

Miles from Manchester		Miles from Chester	
	Bear right.		
	UP†		
32½	Tarvin. Fork of roads, keep left. *Tarporley*, 5½ m. ☞	5½	Church is chiefly Perpendicular. Brass to Henry Hardware, alderman and mayor of Chester, 1584. The village is very picturesque.
31½	*Frodsham.*	6½	Keep left at fork of roads. (Right to Tarporley, five and a half miles.)
30	Kelsall.	8	Village, with church rebuilt, 1844. It stands upon the verge of the ancient Delamere Forest, of which considerable traces remain, in spite of the mistaken Enclosure Act of 1812 which brought about the destruction of much noble woodland. There are now some 4000 acres of woods, but so recently as 1850 there was double that acreage.
	UP†		
29¼	Kelsall Brow.	8¾	
28½	Fork of roads, keep left. *Winsford*, 7 m. ☞	9½	
27½	Delamere.	10½	Village with small modern church. From this point the forest glades on the left may be conveniently explored.
25¾	Crabtree Green. Oblique cross-roads, keep straight on. *Tarporley*, 5¾ m. ☞ *Warrington*, 🚂 12½ m.	12¼	Keep straight on at oblique cross-roads. (See pp. 29-30.)
24¼	Sandiway. "Blue Cap" inn.	13¾	"Blue Cap" was the name of a greyhound of much local celebrity many years ago, who won numer-

Miles from Manchester		Miles from Chester	
			ous matches. He is buried in an adjoining field, beneath a monument. A Cheshire poet has written of him :—

"*Bluecap's remains, his dust and Bone,*
Lie midst that meadow, green and Lone;
Untired in speed, he won his Urn,
E'en harder than most heroes Earn.
Cheshire will never foxhound Call
Amongst her pack, that's better. 'All
Perfection' write on Bluecap's Pall."

23¾	DOWN *Vale Royal*, 1½ m. ☞	14¼	The park and mansion of Vale Royal, seat of Lord Delamere, are away to the right, and stand upon the site of the Cistercian Abbey of Vale Royal, founded by Edward I., 1277. The monastery was always vicious. It oppressed its tenants, and at a later period was in league with the bandits of these once wild surroundings. Finally, just prior to its dissolution in reign of Henry VIII., the immorality practised here was gross. Sir Thomas Holcroft, to whom the Abbey was granted, immediately demolished it; and so completely that the exact site was a matter of doubt until 1910-11 when the foundations of the Abbey Church were excavated. It was then discovered that Vale Royal was longer even than Fountains, measuring 400 feet in length; Fountains being 385 feet.
22½	UP† Hartford Railway Station.	15½	Village with modern church.
	DOWN Turn right. Cross the		Turn sharply to right at foot of hill, crossing river Weaver by a swing-bridge, which is sometimes opened to let boats through. CAUTION into Northwich.
	Weaver.		
20¼	Northwich.	17¾	Pop. 18,151. One of the three Cheshire "wiches"; a busy salt town whose chimneys and their

fumes poison the vegetation for some distance. The salt is obtained by pumping the brine which underlies the rock like some huge subterranean lake. The enormous quantity of brine thus pumped away has caused, and is still causing, extensive subsidences in the town, which have greatly damaged property. Thus streets have subsided and houses have sunk, and are seen leaning at all kinds of piquant and humorous angles. The various salt companies which individually disclaimed responsibility for causing this damage, and could not be made to pay for it, were eventually amalgamated as the "Salt Union," which at once became legally responsible. Northwich is a dirty place but prosperous. Immediately adjoining the town on the north is the large and very deep lake called Witton Flashes, caused by the brine-pumping. The brine was known to the Romans, and has been the source of the town's wealth in all the succeeding centuries. Rock-salt is also found and exported in large quantities. The church is Perpendicular.

Hotels: Crown and Anchor (garage); Greenbank, Chester Road (garage). Motor repairs: Robinson, 44 Station Road (garage); Thompson, Castle Street (garage).

Miles from Manchester		Miles from Chester	
	Middlewich, 6¼ m. ☞ *Runcorn*, 🚂 12 m.		(See pp. 17-19.)
	Holmes Chapel, 8½ m. ☞ *Great Budworth*, 🚂 3½ m.		(See p. 26.)
		2	Leaving Northwich by Bull Ring turn left. At railway station, turn again left, and then straight ahead.
18½	Lostock Graham. Cross the Peover Eye.	19½	Small village, with modern church. On right is Holford Hall, an old half-timbered building.
17	Plumbley. "Smoker" inn.	21	The village is on right. The small inn bears a painted sign representing on one side the race-horse called "Smoker" and on the other the arms of the De Tabley family.

Miles from Manchester		Miles from Chester	
	Cross the Wincham Brook.		Tabley Park is on right of the road, seat of the Leicester family, at whose head was the late Lord De Tabley, with whom the title became extinct. The park is remarkable for its beautiful meres, which afford a sanctuary for wild fowl.
16¼	Nether Tabley.	21¾	(Or "Lower Tabley," also "Tabley Inferior").
15¾	"Windmill" inn. *Knutsford*, 2 m.	22¼	The sign of the inn represents a knight (Don Quixote?) tilting at a windmill. It was painted by Miss Leighton, niece of the late Lord De Tabley, who was also the author of the "Smoker" sign.
14½	Over Tabley.	23½	(Or "Upper Tabley," also "Tabley Superior").
13½	Mere Corner. *Knutsford*, 2½ m. *Warrington*, 9 m.	24½	Mere Hall and park on right. (See pp. 23-24.)
			Easy rise and descent of the wooded ridge of Bucklow Hill.
12½	Bucklow Hill. "Swan" inn.	25½	
11¾	*Rostherne*, ¾ m.	26¼	Church contains monuments of the Egertons, the Egerton-Leighs, and the Brookes of Tatton. The mere, a picturesque lake, is the largest in Cheshire, this district of many meres. It extends to 115 acres and is very deep. (See pp. 39-40.)
10¾	*Warrington*, 9¼ m.	27¼	
10½	Bollin Bridge. Cross the Bollin.	27½	

Miles from Manchester		Miles from Chester	
8½	Altrincham.	29½	Pop. 17,813. Old market-town, now become a suburban residential offshoot of Manchester. A good deal of market gardening is carried on here. Dunham Massey Park is a lovely wooded demesne greatly resorted to. (See p. 40.)
	Stockport, 9 m. ☞ *Wilmslow*, 7½ m. ☞		
			Leaving Altrincham from the Market Place, keep to left.
	Enter Lancashire. Cross the Baguley.		
5½	Sale.	32½	Long straight road (electric trams) into Manchester; at first suburban, then gradually growing grim and squalid after leaving Stretford. Electric trams continue all the way into Manchester.
3¾	Stretford. Cross the Mersey.	34¼	
2	Old Trafford.	36	Old Trafford has now become the port of the Manchester Ship Canal, and is a place of vast factories and warehouses.
1¾	Fork of roads, keep left. Keep left.	36¼	Keep left at Old Trafford, fork of roads, and again left in quarter-mile.
1	Hulme.	37	
	MANCHESTER. (*St. Ann's Square.*)	38	(Described, pp. 50-52.)

Route 11. ALTRINCHAM TO WARRINGTON

Miles from Warrington		Miles from Altrincham	
11½	ALTRINCH'M. *Cheshire.*		Turn to right, out of the Market Place and along the Dunham Road
10½	Park Gates. Dunham Massey.	1	to the gates of Dunham Massey Park. Thence straight on to Bollin Bridge.
	DOWN		Road descends to river Bollin.
9½	Bollin Bridge. Cross the	2	
	Bollin.		
	Fork of roads, keep right. *Northwich*, 9¾ m.		Keep right at fork of roads. (Left to Northwich, nine and three-quarter miles, see pp. 35-37.)
8¼	Bollington.	3¼	
	UP†		Fine level road for two miles, then rise to Agden Brow.
	Agden Brow.		
	DOWN		
6¾	Broomedge.	4¾	
	DOWN		Steep and winding descents to Lymm.
5	Lymm.	6½	Old market-town. The church, picturesquely overlooking the lake called Lymm Dam, has been rebuilt. The old market-cross in the middle of the street is a kind of Renascence pavilion perched upon a flight of steps cresting a rocky outcrop. Below it stand the stocks.
	Cross the		Narrow bridge; dangerous.
	D Bridgewater Canal.		
3	Thelwall.	8½	Small village beside the Bridgewater and the Manchester Ship Canals. Upon the front of the

Miles from Warrington		Miles from Altrincham	
			old half-timbered "Pickering Arms" inn is an inscription stating "in the year 920, King Edward the Elder founded a cyty here and called it Thelwall". The traveller will conclude that it was a very ill-founded city, for the inn and a few rustic cottages are the only remains of it.
2¼	Cross-roads. Turn right. *Knutsford*, 10 m. *Stockton Heath*, 1¾ m. straight on. Cross the Mersey.	9¼	The road runs beside the railway, to cross-roads in one mile, where turn right. (Left to Knutsford, ten miles, see pp. 23-24.)
	WARRINGTON.	11½	(Described, p. 24.)

Route 12. ALTRINCHAM TO STOCKPORT

Miles from Stockport		Miles from Altrincham	
9	ALTRINCH'M. *Cheshire.* (*Market Place.*)		Leaving Market Square, by descent of Stamford Street, keep left over level crossing.
	DOWN. LEVEL CROSSING.		
7½	Timperley.	1½	
4¼	Sharston.	4¾	
2¾	Cheadle.	6¼	
	Manchester, 7 m. *Congleton*, 17½ m.		(See pp. 12-15.)
	STOCKPORT.	9	(Described, p. 49.)

Route 13. CHESTER TO WARRINGTON

Miles from Warrington		Miles from Chester	
20¼	CHESTER. *Cheshire.* (*The Cross.*) Cross the Canal.		Leaving the city by passing under Eastgate archway (electric trams) turn almost immediately left, into Frodsham Street, thence crossing the canal.
17¼	Mickle Trafford.	3	
16	Bridge Trafford. Cross the Gowy.	4¼	
14	Dunham-on-the-Hill.	6¼	
13	Cross the Peek Mill Brook. Fork of roads, keep left. Keep left.	7¼	Crossing the Peek Mill Brook, keep immediately left, and again left at next fork in less than half-mile.
11¾	Helsby.	8½	On right rises the sudden and rugged hill called "Helsby Tor," which commands extensive views over the Mersey.
9½	Frodsham.	10¾	Old-fashioned townlet. The old stone-built "Bear's Paw" inn is an interesting building.
	Northwich, 10¼ m.		
			Sharp rise and fall from Frodsham to Weaver Bridge.
8½	Weaver Bridge. Cross the Weaver.	11¾	

Miles from Warrington		Miles from Chester	
	Cross the Weaver Navigation Canal.		
6¾	Sutton Weaver Railway Station. *Runcorn*, 4¾ m.	13½	(See pp. 18-19.)
6½	Fork of roads, keep left. *Northwich*, 7¼ m.	13¾	Keep left at fork of roads. (Right to Northwich, seven and a quarter miles, see pp. 17-18.)
5½	Preston Brook.	14¾	Hamlet, with inn and railway station.
	Cross the Preston Brook.		
			Long run down into Daresbury.
4¼	Daresbury.	16	
1¼	Stag Inn Swing Bridge.	19	
	Cross the Manchester Ship Canal.		Cross the Manchester Ship Canal by Stag Inn Swing Bridge.
	LEVEL CROSSING. Turn left. Cross the Mersey.		
	WARRINGTON.	20¼	(Described, p. 24.)

Route 14. THE MANCHESTER AND GLASGOW ROAD

Miles from Glasgow		Miles from London	
404	LONDON. (*General Post Office.*)		(London to Hockliffe. See Vol. II., pp. 511-521.)
366½	Hockliffe.	37½	(Hockliffe to Derby. See Vol. III., pp. 14-31.)
279¼	Derby. (*Market Place.*)	124¾	Leaving Derby by St. James's Street and Friargate, follow the electric trams straight ahead to the terminus. Road rises to Mackworth.
	UP†		
276¾	Mackworth.	127¼	The village is chiefly on right. Here was formerly a great castle of the Mackworth family, afterwards rebuilt as a mansion in the last years of the fifteenth century. Of this grand residence only a portion of the gatehouse remains. The church is a fine building of the Decorated period. The tower, which has no entrance from outside, has loopholes for cross-bows, and was evidently designed for defence. It is crested with a spire. Over the south porch is a parvise chamber, with apertures commanding the interior of the church.
	UP†		
275	Kirk Langley. *Kedleston Park*, 1¾ m.	129	Kirk Langley church contains monument to Henry and Dorothy Pole, 1558. The village is on left. On right, one and three-quarter miles is Kedleston Park, seat of Lord Scarsdale.
	UP & DOWN		
272¼	Brailsford.	131¾	
	DOWN		
	Gradient 1 in 9. *Osmaston Manor.*		The great mansion seen on left, in its deer park, is Osmaston, seat

Miles from Glasgow		Miles from London	
			of Sir Peter Walker, Bart., whose wealth derived from beer.
	D		Steep descent into Ashbourne, with lovely views over the valley of the Dove.
266½	Compton.	137½	Compton is a dirty slum, a kind of Lazarus at the gate of Ashbourne.
	Turn right. HENMORE BRIDGE. Cross the Henmore.		Sharp turn right to narrow bridge crossing the Henmore stream.
266¼	Ashbourne.	137¾	Sleepy old market-town on the river Dove. It is a quaint and interesting place, with rather complicated streets and a hilly market-square. The "Green Man and Black's Head" inn is a typical eighteenth century hostelry, with a curious gallows sign spanning the street and exhibiting the sculptured head of a ferocious-looking negro. Ashbourne church is a large and rather stately cruciform clerestoried building, with central tower and lofty spire, ranging from Early English to Perpendicular. The numerous monuments of the Cokayne family have been rather unhappily huddled together in the north transept from their original positions, and thus lack the space sufficient to properly appreciate them. They were the olden lords of Ashbourne, but died out centuries ago, and there is none now to do their memorials honour. But they are a very fine assemblage of altar-tombs and effigies, though somewhat mutilated, including John and Edmund Cokayne, 1404, who lie side by side on one tomb; Sir John Cokayne, 1505; and slab with incised effigies of Sir Thomas Cokayne and his wife, Barbara. Amid these monuments of the ancient knightly Cockaynes is that of one of the Boothbys, who afterwards occupied their old home, Ashbourne Hall. It is the famous white marble recumbent effigy of little Penelope Boothby. The epitaph runs :—

"I was not in safety, neither had I rest, and the trouble came.
To Penelope
Only child of Sir Brooke Boothby and Dame Susannah Boothby.
Born April 11th, 1785; died March 13th, 1791.
She was in form and intellect most exquisite.
The unfortunate Parents ventured their all on this frail Bark
And the wreck was total."

Hotels: Green Man and Black's Head; Hall Hotel.

Miles from Glasgow		Miles from London	
	Uttoxeter,		(See pp. 1-3.)
	12¼ m.		
	Buxton,		(See pp. 213-214.)
	20 m.		
	Sheffield,		
	35 m.		
	Matlock Bridge,		(See pp. 309-311.)
	16¾ m.		
	Belper,		(See pp. 200-201, and 310-311.)
	21½ m.		
	Rowsley.	15¾	(See pp. 210-212.)
			The road runs easily out of Ash-
264¾	Hanging Bridge.	139¼	bourne to Hanging Bridge where
	Cross the		the river Dove is crossed, and
			Derbyshire is exchanged for Staffordshire.
	Dove.		The bridge takes its ominous name from the alleged hanging of some Scottish rebels here, 1745.
	Enter Staffordshire.		
	Uttoxeter,		(See pp. 1-3.)
	10¾ m.		
			Long trying ascent.
	Gradient 1 in 9.		
263¼	Swinescote.	140¾	Wayside hamlet.
			The road here climbs among the North Staffordshire hills, through a rather cheerless region, just missing the beauty of the scenery which away on either side develops into grandeur, the caves and limestone gorges along the rivers Hamps and Manifold, on right, being notably fine.

Miles from Glasgow		Miles from London	
	Gradient 1 in 9.		
	Level Crossing.		
259	Waterhouses.	145	Hamlet, originating in coaching days. The river Hamps runs parallel on right of the road, and presently disappears underground, running a subterranean course amid limestone caverns.
257¼	Winkhill.	146¾	
			Long, almost uninterrupted descent into Leek, in places steep.
256	Bottom Inn. "Green Man."	148	The "Bottom" inn, now known as the "Green Man," seems to the ordinary observer to stand upon a summit, for the descent to Leek is still steep and lengthy.
253¼	Bradnop.	150¾	
	Low Hill.		
	Gradient 1 in 9.		
252	Leek. (*Market Place.*)	152	Pop. 16,663. Leek is set down in a hollow amid the sombre heights and rocky moorlands that extend on every side for many miles. Its name derives from these stony surroundings, from the Celtic *llech*, a rock; and the stone setts with which the streets of the town are paved fully bear out and amplify the hard-featured surroundings. Leek is, in fact, a grim place, with numerous silk-thread factories.

The church of St. Edward the Confessor is chiefly Decorated, with the addition of a Renascence south porch, 1670. Brass: John Ashenhurst, 1597, with four wives and ten children. Note the tablet at west end of south aisle to Wm. Trafford of Swithamley, who died 1697, aged ninety-three. Rudely sculptured on it is the figure of a man threshing corn, with the words above, "Now Thus". It is the subject of a legend, but the mysterious words really formed the motto of the Trafford family

long before the date given to the story, and the origin of them is unknown. The remains of four early Saxon crosses in the churchyard point to the great antiquity of Leek.

Miles from Glasgow		Miles from London	
	Cheadle, 10½ m.		(See pp. 4-6.)
	Newcastle-under-Lyme, 11¼ m.		(See pp. 6-8.)
	Buxton, 12 m.		(See pp. 8-10.)
			Leaving Leek, the road descends sharply past the church in a cutting faced with stone retaining walls.
250½	Pool End.	153½	Passing Pool End, the two-mile long expanse of Rudyard Lake is seen on left. This picturesque sheet of water, densely fringed with trees, is really a canal reservoir made a hundred years or so ago, but is now also very much of a local pleasure resort where good boating and sailing may be had.
247¼	Rushton Marsh. Cross the Dane. *Enter Cheshire.* *Congleton*, 7¼ m.	156¾	Crossing the river Dane, Cheshire is entered, and the road rises. (See pp. 77-78.)
245¾	Bosley.	158¼	Bosley Reservoir on right. On left are the bold hills of Raven's Clough, better known as "The Cloud".
	Cross-roads. *Congleton*, 7¼ m. *Buxton*, 9 m.		(See pp. 77-78.)
			Enter Macclesfield by London Road, Mill Lane and across Park Green and Market Place.

Miles from Glasgow		Miles from London	
	DOWN		Thence descend Jordangate.
239	Macclesfield.	165	Pop. 34,797. Macclesfield (*i.e.* "Michael's Field," from the dedication of the church to St. Michael) is in two altogether distinct and separate parts, geographically considered. The lower part, through which we come, is the modern expansion of the town, the original place having been established on the rocky bluff above, where the steep and narrow streets congregate. Macclesfield became an industrial town in 1756, when silk-spinning and weaving were introduced; overshadowing the old-established button-making trade of the place. Although the silk industry has been sorely stricken by foreign competition, the silk fabrics of Macclesfield are still being produced in increasing quantities, and the enormous mills and factories are frequently enlarged and added to.

The old church, beautifully restored, stands in a stone-flagged churchyard, and is approached by large and artistic wrought-iron gates. Monuments include altar-tomb, with effigies, Sir John Savage, 1495, and his wife, Katharine; their hands clasped lovingly as they lie side by side. Other monuments of the Savages, and Leghs of Lyme and Adlington: very interesting.

	Congleton, 8 m. *Whaley Bridge*, 8½ m.	(See pp. 79-81.)
	Buxton, 12 m. *Knutsford*, 11 m.	(See pp. 215-217.)
		The road out of Macclesfield is made beautiful by a fine avenue of trees.
	Cross the Bollin.	
238	Titherington.	166
237	*Prestbury*, ¾ m.	167 One of the prettiest villages in Cheshire. The "old Vicarage," a fifteenth century black and white half-timbered building, is very picturesque, and stands fronting

Miles from Glasgow		Miles from London	
			upon the street. Here, too, is the old "Black Boy" inn. The enriched Norman doorway of the church is noteworthy. The church itself is a grand old building, Norman, Early English, Decorated and Perpendicular, with numerous monuments of Leghs and others.
	Bollington, 1½ m. ☞		The busy cotton-spinning and silk-weaving modern town of Bollington is seen, among the bold hills on right.
234	Adlington Railway Station.	170	Adlington Hall, on left, is the seat of the Legh family. It consists of two parts: the timbered building erected by Thomas Legh, 1581, and the classic pillared elevation added by Charles Legh, 1757. Handel, the great composer, was entertained here.
232¾	Hope Green.	171¼	
232	Poynton.	172	Pretty modern village.
229¾	Hazel Grove.	174¼	There are no groves and no hazels at Hazel Grove, and stone setts and electric trams are not a desirable exchange for them. This point marks the southernmost expansion of Manchester and Stockport. Electric trams all the way to Manchester.
	Junction of road from Whaley Bridge on right.		Here road from Whaley Bridge (seven and a half miles) joins on right.
			Approaching Stockport, the great modern church of St. George stands on left, amid lawns that are already feeling the influence of surrounding smoke. The building itself is rapidly growing black.
227	Stockport.	177	Pop. 108,682. Stockport is generally classed by strangers with Manchester, but although indistinguishable from that great city, it is a separate corporation,

Miles from Glasgow		Miles from London	
			and indeed stands in another county, being divided from Lancashire by the inky-looking Mersey. The side streets in the older part of the town are hilly, and not without picturesqueness. In Great Underbank the beautiful old fifteenth century timbered Hall, once the residence of the Arderne family, is now a branch of the Manchester and Liverpool District Bank.
	Altrincham, 9 m.		(See p. 40.)
	Mottram, 7½ m. Cross the Mersey. *Enter Lancashire.* *Stretford*, 7¼ m.		(See p. 374.)
226¼	Heaton Norris.	177¾	Heaton Norris and the succeed-
225½	Heaton Chapel.	178½	places whose names appear on this
224½	Levenshulme.	179½	page are now merely incidents in
223	Longsight.	181	a long street of continuous houses,
221¾	Ardwick Green.	182¼	and have not any outstanding individuality to the traveller.
220¼	MANCHESTER. (*St. Ann's Square.*)	183¾	Pop. 714,427. Manchester, the great metropolis of the cotton trade, and familiarly spoken of as "Cottonopolis," no longer manufactures cotton goods within its own boundaries; but has now become the great warehouse and market for the fabrics produced by the large number of surrounding Lancashire cotton-spinning towns, whose thousands of factory chimneys have created that smoke-laden atmosphere which inevitably clothes Manchester's buildings with a film of deepest black. Manchester is a bustling, striving place. The making of the Manchester Ship Canal, opened in 1894, after an expenditure of fifteen millions and a quarter sterling, by which Manchester became a port, is evidence of that. As befits the

virile name, the city is thronged with business; business that seems to be conducted with more forcefulness than is evident in London and towns in the South. It is not a city for the contemplative or the absent-minded. But there is escape, even in Manchester, from the roar of traffic, the ubiquitous electric tramcar and the great overplus of fellow-men; and, singularly enough, it is found in the very heart of the city. Chetham's Hospital, Library and School afford that opportunity. They stand adjoining the Cathedral, and occupy the site, and some of the still-existing buildings, of the ancient manor-house of the Gresleys and De la Warres, the old lords of Manchester. Humphrey Chetham, who died 1653, left instructions to his trustees for the purchase of these buildings, at that time standing empty; and by his will founded the School, to be called "Chetham's Hospital". It flourishes to-day, and here the ancient baronial hall may yet be seen, together with the Library buildings, which occupy the olden cloistered dwellings of the priests who served the adjoining collegiate church, now the Cathedral. The room once occupied by the Warden of the priest's college is now the reading-room of the Library.

The Cathedral arrived at that status in 1847, when the see of Manchester was created. It is chiefly Perpendicular, black without, but presenting a graceful interior. The fine set of carved miserere seats in the choir is among the best in the kingdom, and abounds in quaint conceits.

The other cloistral place of holy quiet is found in the great Rylands' Library, founded in recent years; a library, like that of Chetham's, of the studious, scholarly kind.

That other great outstanding feature of municipal Manchester, the Town Hall, is a heroic attempt to popularise Gothic architecture, and is a fine example of the work of the late Alfred Waterhouse, R.A. It suffers from the fact that the architect forgot to light his passages, and the exploration of the interior of the huge pile is therefore not unattended with personal risks, especially as unexpected steps and stairs occur in the darkest corners. The buildings were opened in 1877. An effort should certainly be made to see the beautiful and most interesting series of twelve fresco paintings by Ford Madox Brown in the great long history of Manchester, from the founding of *Mancunium*, A.D. 78, until modern times. It is understood, however, that the Corporation now makes a charge for permission to see them; rather a pettifogging policy. Little now remains of old Manchester. In Withy Grove (where there are not any withies, or groves of any kind) is the picturesque "Old Rover's Return". The old house, formerly the "Sun" inn, in Long Millgate, is a half-timbered sixteenth century building.

Hotels: Queen's. Motor repairs: Cockshoot's Garage, Great Northern Arches, Deansgate; Daimler Co., Deansgate, and Greengate, Salford; J. A. Lawton & Co., 29-31 Oxford Street (garage); Lookers, Ltd., Hardman Street (garage).

Miles from Glasgow		Miles from London	
	Cheadle, 7 m.		(See p. 15.)
	Altrincham, 8½ m.		(See p. 38.)
	Warrington, 18 m.		(See pp. 81-82.)
	Bury, 8 m.		(See pp. 90-91.)
	Rochdale, 11 m.		(See pp. 93-94.)
	Oldham, 7¼ m.		(See pp. 95-96.)
	Ashton-under-Lyne, 6 m.		
	Sheffield, 38 m.		(See pp. 244-249.)
	Cross the Irwell.		Leaving Manchester by St. Ann's Street, and Deansgate, and then left, and then to right into King Street West, keep over the river Irwell into Salford.
219¼	Salford.	184¾	Pop. 231,380. Salford is indistinguishable from Manchester, but is a separate corporation. The road on to Bolton, and for some distance after that town, from the tourist's point of view, is a succession of ugly and dreary places, with no redeeming feature.
218¼	Pendleton.	185¾	
217	Irlams o' th' Height.	187	
	Southport, 36 m.		(See pp. 85-90.)
216½	Pendlebury.	187½	
	Oldham, 9½ m.		
215	Clifton.	189	
	Level Crossing.		Colliery level-crossing.
212½	Kearsley	191½	

Miles from Glasgow		Miles from London
	Moor Church.	
211½	Farnworth.	192½
	Stretford, 10 m.	
210½	Moses Gate.	193½
208½	Bolton.	195½
	(*Deansgate.*)	

Pop. 180,185. *I.e.* "Bothelton," from *botl*, a homestead. Formerly "Bolton-le-Moors". Busy and very crowded and unlovely cotton-spinning town, paved generally with setts. The chief—indeed almost the only—public building of Bolton is the great Town Hall, opened 1873. This is an imposing pile in a monumental composite classic manner, with a great pillared entrance set at the head of a long and lofty flight of steps, at which it is tiring even to look. Bolton's factory chimneys have already blackened the building most effectually. There is a certain elephantine effectiveness in this structure which seems to have obsessed a number of towns with a determination to have something like it, and among others, Leeds and Portsmouth have almost exact replicas.

The "Old Man and Scythe" inn, in Church Gate, was built 1636, and bears the inscription: "In this ancient hostelry James Stanley, seventh Earl of Derby, spent the last few hours of his life previous to his execution". The Earl was beheaded at the Market Cross, opposite, 15th October, 1651, for his part in the Royalists doings.

	Liverpool, 28½ m.		(See pp. 101-107.)
	Halifax, 29¼ m.		
	Blackburn, 13 m.		(See pp. 133-134.)
	Ramsbottom, 7¾ m.		
			Leaving Bolton along Deansgate, and thence to right, by Knowsley Street and St. George's Road, keep to left, up the Chorley New Road.
205	Heaton.	199	The road is paved with abominable stone setts. Presently the great reservoirs of the Liverpool

Miles from Glasgow		Miles from London	
			Waterworks are seen on the right. The road in fact skirts them. The scene is not, however, at all beautiful, but grim and sullen. Rivington Pike, away to right, rises to 1545 feet, and is crested with a beacon.
203	Horwich.	201	The road continues paved with setts as to one half of its breadth.
200½	Higher Adlington.	203½	
198	*Duxbury Park.*	206	
196¾	Chorley.	207¼	Pop. 30,315. Cotton-spinning town. Beside the road, on right, is the church, dedicated to St. Lawrence, and containing relics of him brought from Normandy in 1442 by Sir Rowland Standish. The Standish pew, elaborately canopied, is the property of the family, who are seated at Duxbury Park.
194¾	Whittle-le-Woods.	209¼	
193¾	Clayton-le-Woods. *Southport,* 22 m. *Blackburn,* 9 m.	210¼	
193¼	Clayton Green.	210¾	
191¼	Bamber Bridge Railway Station. LEVEL CROSSING. *Euxton,* 5½ m. DOWN	212¾	Village, railway station and level crossing.
			Sharp descent to Walton-le-Dale and bridge across the Ribble.
188¼	Walton-le-Dale. *Hoghton,* 3½ m.	215¾	Village of Walton-le-Dale lies chiefly on right, on the way to Hoghton.

Miles from Glasgow		Miles from London	
	Cross the Ribble.		Crossing the river, the road rises into Preston. Keep to left at crest of the rise, into Stanley Street and Church Street (electric trams) and thence to right into the Market Square.
186½	Preston. (*Market Square.*)	217½	Pop. 117,113. The old-time capital of the Duchy of Lancaster, now a busy cotton-spinning town, with many new factories. The name of Preston (Priest's Town) derived from it having been once the property of a Benedictine priory. Anciently it was "Amounderness," and was situated at Penwortham on the other side of the river upon the ridge or ness, which is still a feature of the place. The last times Preston figured in warfare were 1715 and 1745 when the Jacobite rebellions were afoot. It is still in part an aristocratic-looking town, in spite of the development of cotton spinning and the factory system.

The churches have been rebuilt in elaborate style, and the various public buildings are of great size and striking appearance. In the Market Square are placed the Town Hall, designed by Sir Gilbert Scott in the Early English style; the Harris Public Library, a severe Ionic block; the Sessions House, in recent Eclectic Renascence; and the Post Office, in the Post Office order of architecture.

Hotel: Park (garage); Crown.

Liverpool, 31 m.	(See pp. 111-115.)
Blackpool, 20½ m.	(See pp. 122-123.)
Blackburn, 9 m.	(See pp. 118-119.)
Clitheroe, 16¼ m.	(See pp. 125-127.)

Leaving Preston straight on with the trams through the Market Square (avoiding the other tram-lines which go round to left). The tram lines soon bear away to right. Take the road which goes straight on to the "Black Bull" inn, and then follow the telegraph poles.

Miles from Glasgow		Miles from London	
			Long incline.
182	Broughton.	222	
181	Barton.	223	
180	Bilsborough.	224	
178¾	Brock's Bridge. Cross the Wyre. *Blackpool*, 17¼ m.	225¼	
175½	Garstang.	228½	Decayed old market-town. The municipal corporation was dissolved 1883. The old "Royal Oak" hotel and the ancient cross in the middle of the cobble-stoned street divide the honours of the place.
	Cross the Wyre. *Blackpool*, 17½ m.		
173	Scorton.	231	
170½	Bay Horse Railway Station.	233½	
168½	Galgate.	235½	Hamlet. The name is supposed to derive from "Gael-gaet," a passage for the Gaels or Scots.
165¾	Scotforth.	238¼	
164½	Lancaster.	239½	Pop. 41,410. The capital of Lancashire; a large town, with a fine castle, now rather unfortunately used as county gaol, assize-courts, etc. The streets of Lancaster are pretty, generally paved with stone setts. Lancaster, as its name shows, is of Roman origin, and derives part of that name from the river Lune, near whose mouth it stands. The old familiar name of the town was "Loyne," and "Luck to Loyne" is the motto recently adopted by it, in conjunction

with a new coat of arms. Modern industrial developments, particularly in the making of oilcloth, have rather overshadowed the historic Lancaster, and the Williamson Memorial in the park of the same name, on the height that was formerly known as Lancaster Moor, is a kind of nightmare obsession, far better away. The Castle is approached by a noble gatehouse-tower ascribed to John o' Gaunt, Shakespeare's "time-honoured Lancaster". St. Mary's church, adjoining the Castle, is a very large Perpendicular work. Brass to Thos. Covell, Governor of the Castle for forty-six years, died 1637. It represents him in long robe and wearing military jack-boots. Long and interesting metrical inscription, beginning:—

> "*Cease, cease to mourne, all teares are vaine to aide,*
> *Hee's fledd, not dead; dissolved, not destroy'd.*
> *In Heaven his soule doth rest, his bodie heere*
> *Sleepes in the dust, and his fame everie where*
> *Triumphs; the towne, the country farther forth*
> *The land throughout proclaimes his noble worth.*"

Miles from Glasgow		Miles from London	
	Whalley,		(See pp. 130-133.)
	27½ m.		
	Kirkby Lonsdale,		
	16½ m.		
	SKERTON BRIDGE. Cross the		Proceeding through Lancaster along Penny Street and Cheapside, keep to left at bottom of the street and follow the tram-lines to, and over, Skerton Bridge, across the river Lune. Here we keep to right at fork of roads.
	Lune.		
	Fork of roads, keep right.		(Left to Morecambe, three miles.)
	Morecambe, 3 m.		Morecambe is a popular holiday resort and seaside-town. A light railway, electrically worked, runs to it.
	Fork of roads, keep left.		At next fork keep left.
	Cross the Lancaster Canal.		

Miles from Glasgow		Miles from London	
161½	Slyne.	242½	
160½	Bolton-le-Sands.	243½	Small village near the shore of Morecambe Bay.
158	Carnforth. *Enter Westmoreland.* *Arnside*, 🚂 8 m.	246	Modern town of iron-furnaces.
156½	Fork of roads, keep right. *Milnthorpe*, 🚂 7¾ m.	247½	Here is a choice of roads to Kendal. For the left-hand route, through Milnthorpe, see p. 137. The right-hand, by which we now proceed, is perhaps the better; but many prefer that through Milnthorpe.
153¼	Burton-in-Kendal.	250¾	Quiet old village, once a town with busy wool-market. It is a place of grey stone houses, with a little square, opening out of the narrow street. Here stands the old cross, mounted on three steps, on which will be seen the iron rings formerly used for laying petty offenders by the heels.
147¾	End Moor.	256¼	The road now runs straight on to Kendal, the rugged hill of Farleton Knott rising on the right, as we pass the "Duke of Cumberland" inn. Approaching Kendal, the castle is seen on its hill to the right.
	Cross the Kent.		Crossing the river Kent, the town is entered.
142	Kendal.	262	Pop. 14,033. Kendal, originally "Kirkby Kendal," *i.e.* "Kirkby Kent Dale," the Churchtown in the valley of the Kent," is indeed very much among the waters, for the Kent is here reinforced by tributary streams and foams over weirs, and is crossed by no fewer than three bridges. The old church stands down in a byway on the right beside the

river, and is, in the way of monuments, a kind of Westmoreland Westminster Abbey, in which the Parrs and Bellinghams, Stricklands, Howards and others among the ancient owners of the Castle lie. Here also is the Crimean memorial of the 55th (Westmoreland) Regiment. Note the Chinese dragon-flag captured at Chusan, deposited here 1874. Enigmatic epitaph, in verse, on Rev. Ralph Tyrer, died 1627.

Among the few remaining old houses of Kendal, see the rugged old building, now the "Castle Dairy," in Wildman Street. See also a house in Stramongate, dating from 1546, formerly the town-house of the Bellinghams.

Miles from Glasgow		Miles from London	
	Newby Bridge, 11½ m.		(See pp. 160-161.)
	Windermere, 8½ m.		(See pp. 140-141.)
	Sedbergh, 10½ m.		(See pp. 468-469.)
	Kirkby Lonsdale, 12 m.		(See pp. 389-390.)
	Cross the Kent.		Leaving Kendal, up Highgate, turn to right at Stricklandgate, descending Finkle Street, and crossing the river Kent.
	Fork of roads, keep left.		Keep left at fork of roads at "Duke of Cumberland" inn.
	Gradient 1 in 11.		Long rise to Hucks Brow; then a rather steep descent to Bannisdale Bridge.
	Hucks Brow. *Gradient* 1 in 11.		
135¾	Bannisdale Bridge. Cross a stream. *Gradient* 1 in 10.	268¼	

Miles from Glasgow		Miles from London	
133	BOROUGHBRIDGE. Cross a stream. *Gradient* 1 in 10. SHAP FELL. *Gradient* 1 in 10. *Shap Wells*, ½ m. ☞	271	Here an old bridge crosses a stream and a little hamlet, consisting of a farm or two, with the "Bay Horse" inn, stands by the otherwise lonely road; which now ascends the long shoulder of Shap Fell. The olden coaching terrors of Shap Fell seem rather exaggerated to the owner of an autocar, who runs easily up the hillside, which has nowhere a more severe gradient than 1 in 10; with a corresponding run down to the village of Shap.
127¼	Shap. *Shap Abbey*, ☜ 1 m.	276¾	Large village, with cattle-market. The remains of Shap Abbey are in a farmyard. They consist of one tower and a few broken columns and stone coffins of forgotten Abbots. The Abbey was dissolved, 1541.
124½	Hackthorpe. *Lowther Castle.* ☜	279½	Lowther Castle, seat of the Earl of Lonsdale, is on left, in its extensive park.
123¾	Thrimby.	280¼	
119½	Clifton.	284½	Here was fought the Battle of Clifton Moor, 18th Dec., 1745; the last battle ever fought in England. The occasion was the pursuit of the retreating Highlanders of Prince Charlie's dispirited army by the Duke of Cumberland's force. It was rather in the nature of a rear-guard skirmish than a battle. Eleven English dragoons were killed, and twelve, or five, Highlanders (the accounts vary). It was a skirmish in the dark, and rebels fled to Penrith under the kindly obscurity of the December night.

Miles from Glasgow		Miles from London	
			The humble little church of Clifton stands beside the road, on right, and on the left is a fine example of the old Border peel-towers.
118½	LOWTHER BRIDGE. Cross the Lowther.	285½	Hamlet, named after the bridge across the river Lowther. Here, on left of the road opposite the "Crown" inn, is the ancient earthwork called "King Arthur's Round Table": a raised platform, beside which now stands a Boer War memorial, unveiled 1901. (See pp. 183-184.)
	Pooley Bridge, 5 m.		
118	EAMONT BRIDGE. Cross the Eamont.	286	Eamont Bridge is a hamlet beside the river Eamont, which here divides Westmoreland and Cumberland. The ancient bridge, built 1425, with the surrounding trees and the "Welcome into Cumberland" inn, on the opposite side, forms a pretty picture. The road here is apt to be very congested in the touring season with reckless drivers of all kinds between Penrith and the Lakes, this being on the favourite route to Ullswater (on left) by Pooley Bridge.
	Enter Cumberland.		
			Road rises and falls steeply to Penrith.
117	Penrith. (*Market Place.*)	287	Pop. 8973. *I.e.* "Penrhydd," or Red Hill; from Beacon Hill, which rises 937 feet above this place of narrow and huddled streets. It is a busy little market-town, with a historic past. The Castle, whose massive ruins are up the steep street on the left, on the way to the railway station, which itself is perched in a lofty situation above the town, is of remote origin, but was rebuilt by Richard, Duke of Gloucester, afterwards Richard III. The fragmentary condition of the strong place he built is not

due to the hazards and happenings of war, but to the unromantic action of the people of Penrith, who, in the reign of Queen Elizabeth, demolished it for the purpose of building a prison with the materials. The ancient "Gloucester Arms" inn, situated in the square called Great Dockwray, was formerly the mansion of Dockwray Hall, in which the Duke of Gloucester is said to have frequently stayed. It has a very interesting interior. The "Two Lions" inn, also in Great Dockwray, was originally the town-house of the Lowthers. Gerard Lowther built, or remodelled it, 1586, and the interior still displays enriched ceilings dated 1585-6, and bearing the arms of the Lowthers and allied families.

Only the ancient tower of Penrith church remains, the body of it having been rebuilt 1722, in a style supposed to be classic. The interior displays some fine monolithic red marble columns, and elaborate gilded chandeliers given by the Duke of Portland, 1746. The so-called "Giant's Grave" in the churchyard is marked by two sandstone pillars, 15 feet apart. Between them are two hog-backed stones. Stones and pillars are covered with runic ornament, greatly weather-worn.

Hotels: Crown (garage); George (garage). Motor repairs: Tinkler & Co.; Penrith Garage; Cumberland Motor Co.

Miles from Glasgow		Miles from London	
	Patterdale, 15 m.		(See pp. 185-186.)
	Keswick, 18 m.		(See pp. 151-152.)
	Alston, 19½ m.		
	Appleby, 12½ m.		(See pp. 420-422.)

Leaving Penrith along Middlegate, notice the beautiful bronze statue typifying Victory, a monument of the Boer War, on right; thence along Scotland Road we come to the "White Ox" inn. Here keep to left. (The road on right is the old highway, and should not be taken, although the telegraph-poles proceed along it.

Miles from Glasgow		Miles from London	
115½	Fork of roads, keep right.	288½	Keep to right at fork of roads, where an old toll-house stands in the fork, the telegraph-poles going off to left.
112½	Cross-roads. Salkeld Gate. ("Pack Horse" inn.)	291½	Keep straight on, over cross-roads at "Pack Horse" inn; Salkeld Gate.
			Sharp descent and rise.
107¾	High Hesket.	296¼	Small wayside village.
			Sharp descent and rise, followed by steeper descent, to Low Hesket.
106¼	Low Hesket.	297¾	Small wayside village.
			Repeated rises and descents; finally rising through Carleton.
101½	Carleton. Cross the	302½	Village of uninteresting character at approach to Carlisle.
	Petterill Brook.		
98¾	Carlisle.	305¼	Pop. 46,420. The city of Carlisle is approached by the frowzy uninviting street of Botchergate,

and between two grim modern round towers of the Court House, which succeed in looking much more mediæval than most genuine mediæval buildings. They effectually give the traveller the doleful feeling that he is not only entering Carlisle, but prison as well.

The northern barbarism of sett-paved streets is rampant throughout Carlisle, which has nowadays become something of an industrial city, distant views of it showing factory-chimneys competing very successfully, on the score of prominence, with the prominent bulk of Cathedral and Castle. Biscuits, whips, hats, cardboard boxes, and that fabric with the farcical name, gingham, are made at Carlisle, and its dye-works are second only to those of Perth. Above all, Carlisle is a great railway centre; railway strategy, railway rivalry, and railway necessities

having ordained that many lines shall converge here. The original Carlisle was a British settlement, "Caer Lywelydd". When the Romans came, they founded their military station at what is now Stanwix, on the other side of the Eden, and called it *Convagata*, and established their residential settlement upon the site of the British "Caer Lywelydd," Latinising it as *Luguvallum:* that is to say, "Lywelydd-on-the-Wall"; that Wall of Hadrian whose remains are seen to this day, stretching from Wallsend, on the east, to Bowness on the west.

When Rufus completed the work that even the great Conqueror could not finish, and, invading the north, thrust back the Scots, and added Westmoreland and Cumberland to England, the present city of Carlisle was founded. He did well who selected the site on the hither side of the Eden; for, although the Border was a few miles further north, it was by no means what latter-day political geographers term a "scientific frontier," and is indeed formed by the quite insignificent river Esk, overpassed with the greatest ease, if not actually to be jumped across. The Scots, as was probably foreseen, often in succeeding centuries came raiding southwards, and the original Carlisle at Stanwix would have been very frequently untenable; whereas, the present site is guarded to some extent by the broad Eden. The Norman castle, and a ceinture of walls, further protected the city, which in 1133 became the head of a new diocese, founded by Henry I., the church of the Augustinian priory, established ten years earlier, becoming the Cathedral. The long story of Carlisle is a record of sieges, battle, murder, and sudden death, and the Cathedral still most prominently shows signs of those turbulent doings. After the eight months' siege of 1644-5, when the adherents of King Charles surrendered to the Scots under Leslie, almost all of the nave was destroyed, and of the eight bays, only two now survive. Thus the present external aspect of the Cathedral is strange; for instead of the longer limb of the building being westward of the central tower and transepts, the choir, upon the east, is by far the longest. The total length of Carlisle Cathedral is now only 236 feet, and it is thus the smallest of any English fanes. Exteriorly, it is a red sandstone building; the east end of the choir, a beautiful work of the Late Decorated period, *c.* 1350, being by far the most notable feature. The interior is rendered extremely solemn and impressive by the two remaining bays of the nave, a Norman work, *c.* 1135; massive, and only sparingly ornamented. The north and south transepts, and their chapels, were originally Norman; and still exhibit some interesting details of that period, but have in general been rebuilt from time to time. The choir sounds an altogether different note,

and is an Early English and Decorated work of great lightness, beauty of detail, and justness of proportion. The beautifully sculptured capitals of the columns are enriched with delightful and vigorous representations of the twelve months of the year; and the fine fifteenth century stall-work is rich in curiously carved miserere-seats.

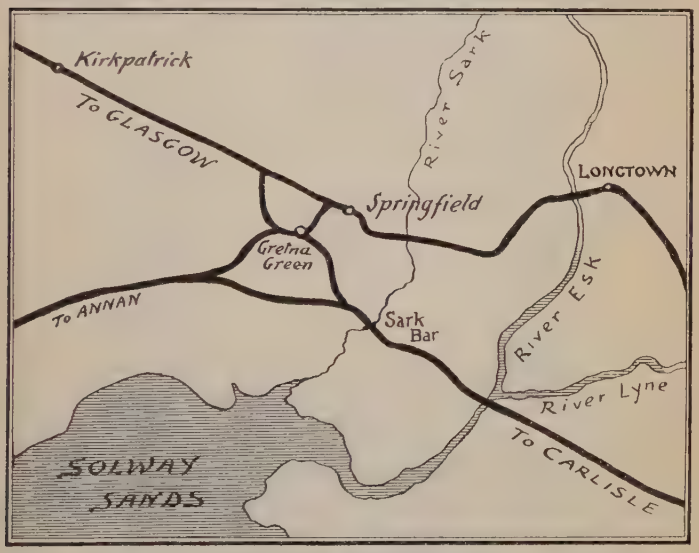
The Castle is to this day a military depôt, and is occupied as barracks and stores. It is, therefore, not so readily accessible as its archæological interest and stirring history should make it.

Hotels: County and Station (garage and repairs); Crown and Mitre (garage); Red Lion (garage). Repairs: Findlay's Works and Garage, Cecil Street.

Miles from Glasgow		Miles from London	
	Cockermouth,		(See pp. 172-173.)
	26¼ m.		
	Silloth,		(See pp. 158-160.)
	22½ m.		
	Hawick,		(See pp. 764-768.)
	43¼ m.		
	Wetheral,		
	5 m.		
	Brampton,		(See pp. 511-512.)
	10 m.		
	Fork of roads, keep right.		Leaving Carlisle, keep to right, past a white marble statue of one James Steel, which stands in the fork of roads where the tram-lines go off to left. Then, passing the Clock Tower, descend the narrow thoroughfare called Scotch Street, across East Tower Street, and then, inclining to right, keep on left of another statue, down the long street called Rickergate.
	Cross the		The river Eden is now crossed by the stately bridge built in a classic manner, *c.* 1806. Electric trams cross it, up into Stanwix.
	Eden.		
			Short steep pitch.
98	Stanwix.	306	Village commanding excellent views back across the Eden, to Carlisle. It is the site of the Roman station of *Convagata*, on the line of the great border wall built

Miles from Glasgow		Miles from London	
			at the instance of the Emperor Hadrian, about A.D. 121, between Wallsend, on the east coast, and Bowness, on the west.
	Brampton, 9 m. ☞ Cross the Goslin Syke.		
96	Kingstown.	308	Small village. The road hence, to Sark Bar, is the "New Road to Scotland," constructed 1830, forming a direct route, in place of the roundabout way by Longtown.
	Fork of roads, keep left. *Hawick*, 41¼ m. ☞		Keep left at fork of roads. (Right to Hawick, forty-one and a quarter miles, see pp. 764-768.)
90	SARK BRIDGE. Cross the Esk.	314	The river is very narrow, and the bridge quite small. Altogether, not an impressive crossing of the Border into Scotland. The old toll-house, known as "Sark Bar," on the Scottish side of the Esk, was in the times of runaway marriages as effective a marrying-place as Gretna Green itself.
	Enter Scotland. Dumfriesshire.		
	Fork of roads, keep right. *Annan*, 8½ m.		Keep right at fork of roads after crossing the bridge. (Left to Annan, eight and a half miles, see p. 661.)
89	Gretna Green.	315	Small village, where several roads meet and branch, in rather puzzling fashion. It is not in itself a place of any attractions, but possesses something of a romantic interest, by reason of the famous times when it was the resort of eloping couples, bent upon marrying against the wishes of their guardians and relations. The reasons for Gretna Green being so popular with these pining lovers are found in the passing of Lord Chancellor Hardwicke's Marriage Act, 1754, by which the crying scandal of clandestine marriages was sought to be ended; and in the fact that such marriages were only ended by it in England. The only difficulty that remained in the way of a runaway match that should be sufficiently legal

was that of making a journey out of England. Across the Border, into Scotland, was found to be the readiest way, and once on Scottish soil the fugitives could be wedded by any one (no clergyman necessary), and at any moment. There was no especial efficacy here, at Gretna Green. Any place across the border-line served equally well, and others were, in fact, patronised indiscriminately; but in common practice, Gretna Green secured the most custom, and became a "marrying-shop" of the utmost notoriety. The first of these weddings appears



THE GRETNA GREEN ROADS.

actually to have been performed in 1753, the year before the passing of Lord Hardwicke's Act. The romantic legend of the blacksmith performing the simplest of ceremonies that sufficed here to convert lovers into man and wife is a fiction. There was absolute "free trade" in marrying, but in practice, the runaways, who came here literally "post-haste," were married at one or other of the inns of Gretna Green or Springfield; the innkeeper either performing the ceremony, or keeping some hanger-on who did it. The most successful of those who carried on the hotel and marrying business combined at Gretna Green were John Linton, who kept "Gretna Hall" inn from about

1793; and Robert Elliot, of the King's Head". In 1825 he married 198 couples, and in all, between 1811 and 1840, 3872 couples.

Lord Brougham's Marriage Act of 1856 finally put an end to this "over the Border" business. Gretna Hall has again become (what it had originally been) a private residence; and the tale of Gretna Green is a tale that is told. Yet in those strange times some of the noblest and the richest were married here in haste; often enough to repent at leisure. The most famous elopement and marriage was that of the Earl of Westmoreland with Miss Child, daughter of the great banker, in 1782.

Miles from Glasgow		Miles from London
	Cross-roads, keep left. *Longtown*, 5 m. ☞	
86	Kirkpatrick. Cross the Kirtle Water. Cross the Mein Water.	318
79¾	Ecclefechan.	324¼

I.e. "*Ecclesia Fechani*," the church of St. Fechan, a seventh century Irish saint. The village is a rather matter-of-fact place, with hard-featured, wholly unlovely houses. It is a considerable village, with broad street; a burn flowing along on the left, past the house in which Thomas Carlyle was born, 4th December, 1795, as a tablet duly informs the literary pilgrim. The house itself, commonly known locally as the "arch-house," from the archway in the middle of the frontage, was built 1791, by Thomas Carlyle's father and uncles. It is now maintained as a Carlyle Museum, and is free to visitors. Very many come here to see the birthplace, and to glance at the simple personal relics of the great writer and thinker. He lies in the grim graveyard of the equally grim church at the back of the house. (Died 1881.)

Road rises across the railway, and descends.

Miles from Glasgow		Miles from London	
	Cross the Water of Milk.		
74	Lockerbie.	330	Pop. 2455. Handsome and pleasant little town, very neat looking and new. Fine modern Town Hall, in the Scottish baronial style. Lockerbie is the market-town of a thriving agricultural district, and is somewhat famed for its sheep and cattle-fairs.
	Annan, 10½ m.		(See pp. 675-676.)
	Dumfries, 12½ m.		(See pp. 676-677.)
	Keep left.		Leaving Lockerbie, cross railway and then keep left, descending to the Dryfe Water.
	Cross the Dryfe Water.		
70¾	Nethercleugh Railway Station.	333¼	Quiet pastoral scenery, passing Nethercleugh railway station. The park of Jardine Hall, or Castlemilk, seat of Sir Robert Jardine, Bart., is seen on left in five miles from Lockerbie.
65¾	Dinwoodie Green.	338¼	
65	Dinwoodie Lodge. Fork of roads, keep left.	339	Keep left at Dinwoodie Lodge, fork of roads. (Old road to Moffat very hilly, inferior surface on right.)
	Johnstone Bridge. Cross the Annan.		The river Annan is crossed at Johnstone Bridge, a prettily wooded scene. Road rises gradually to Beattock.

Miles from Glasgow		Miles from London	
51	Beattock.	353	Village, formerly a highly important place in the old coaching days. The Caledonian Railway has supplanted the old methods, and has a station here, with a short branch going off upon the right to Moffat.
	Dumfries, 19 m.		(See pp. 678-679.)
	Moffat, 2 m.		(See pp. 765-766.)
	UP		Road rises an extremely lengthy incline; the Evan Water running on left. The gradients, however, are quite easy. The descent of five and a half miles, to Crawford Inn is well-graded.
	Enter Lanarkshire.		
40¾	Beattock Summit.	363¼	
	DOWN		
	Elvanfoot.		Keep right at fork of roads at Elvanfoot: railway station off to the left. (Left to Thornhill, sixteen and three quarters miles.
	Fork of roads, keep right.		
	Thornhill, 16¾ m.		
	DOWN		Road now commands a fine view down along to the Clyde, to Crawford; and bending sharply to left, crosses the river.
	Cross the		
	Clyde.		
	Crawford.		Pleasant village of scattered, white-faced cottages, in the valley of the Clyde.
37¾	Abington.	366¼	Here are only a few cottages, a post-office, and the Abington Inn; amid dense woods.
	Fork of roads, keep left.		Keep left at fork of roads. (Right to Lanark, seventeen and a quarter miles, see pp. 757-759.)
	Lanark, 17¼ m.		
	UP & DOWN		The road winds round to the left on leaving Abington, and rises and falls to the Duneaton, or Denighton, Water. Here a gloomy vale opens out on left to Crawfordjohn.
	Cross the		
	Duneaton Water.		

Miles from Glasgow		Miles from London	
			Long trying climb up to the bleak moorland, with the telegraph-poles going in long wearisome perspective across it. Then follows a long descent to Douglas Mill, approaching which, the road from Ayr (thirty-six and a half miles) falls in, on left.
	Junction of road from Ayr, on left.		
28¾	Douglas Mill.	375¼	Here the imposing lodge-gates of the Earl of Home's park are seen on left.
28½	Fork of roads, keep left. *Lanark*, 10¼ m. ☞ Cross the	375½	Keep left at fork of roads. (Right to Lanark, ten and a quarter miles, see pp. 716-717.)
	Douglas Water.		
	D Cross the		Winding descent to the river Nethan. Lesmahagow railway station on right.
	Nethan.		
23	Lesmahagow Toll. ☜ *Lesmahagow.*	381	*I.e.* the "Court," or Place of Mahagow; an Early Gaelic saint. Small town, on the edge of the Lanarkshire coalfield.
20	Blackwood.	384	
17	Cross-roads. Keep straight on. *Strathaven*, ☜ 5 m. *Newmains*, 6¼ m. ☞	387	(See pp. 736-737.)

Miles from Glasgow		Miles from London	
15	Larkhall.	389	Broad-streeted, village-like town in the colliery district.
11½	Hamilton.	392½	Pop. 32,775. Fine town, with some surviving ancient houses and many modern developments.

Adjoining it is the extensive park of Hamilton Palace, seat of the Duke of Hamilton, right and left of the road. The Palace is on the right. It is a great stone-built mansion, with a frontage of 264 feet, after the Corinthian style, and is of a heavy, stately magnificence. The builder of it was Alexander, 10th Duke, 1828-9, called "the Magnificent". He filled his more than lordly house with vast art-collections and a library; all of which were dispersed at auction, 1882, realising £400,000. The park is open on Tuesdays and Fridays. In it, near the Palace, is the mausoleum, built by the magnificent Duke, at a cost of £130,000. He lies within, in the black marble sarcophagus of a Queen of Egypt.

In the churchyard of Hamilton is a monument to four Covenant martyrs, executed at Edinburgh, 1666. After their bodies had been quartered, the right hands were sent to Lanark, where they had subscribed to the Covenant, and their heads were exhibited on the Tolbooth of Overnewton. The epitaph alludes to these horrific details:—

"*Stay, passenger, take notice what thou reads;*
At Edinburgh lie our bodies, here our heads,
Our right hands stood at Lanark; those we want
Because with them we sware the Covenant."

	Strathaven,		(See pp. 739-740.)
	7½ m.		
	Airdrie,		
	9¾ m.		
	East Kilbride,		
	6½ m.		
			Road rises and descends to Bothwell Bridge.
9½	Bothwell Bridge. Cross the	394½	The bridge spanning the Clyde was rebuilt 1826, and neither it nor the present fine broad road resembles in the least degree the scene which was presented in the seventeenth century when the
	Clyde.		

Miles from Glasgow		Miles from London	
			famous Battle of Bothwell Bridge was fought 22nd June, 1679. The Covenanters, who were utterly defeated by the Duke of Monmouth, lost the day and the advantages of the splendid position they had taken up by the dissensions in their own ranks. The obelisk prominent on the further side of the bridge was erected 1903.
			The grand red ruined walls of Bothwell Castle rise to the left from the banks of Clyde. This is the finest ruined castle in Scotland. Bothwell House, adjoining, is a seat of the Earl of Home.
			Steep rise up the hill of "Bothwell Brae" from the bridge.
9	Bothwell.	395	Pop. 5179. The town is now largely a residential centre for wealthy Glaswegians. In the grounds surrounding the finely rebuilt church is a highly decorative monument to Joanna Baillie, poet, born 1762 at the manse of Bothwell. It bears quotations in praise of the surrounding scenery.
			Road descends to Uddingston, with the grounds of Bothwell Castle on left.
7½	Uddingston.	396½	Glasgow electric tramways begin. Road goes on an easy descent, and then level, past Mount Vernon railway station, and its colliery surroundings, and past the shabby outskirt of Tolcross to the increasingly grimy and out-at-elbows purlieu of Parkhead.
3½	Tolcross.	400½	
2	Parkhead.	402	The better way from this point into Glasgow is to turn right, descending New Road, and thence, bearing left, rising up Duke Street, straight ahead to George Square, the municipal centre of the city.

Miles from Glasgow		Miles from London	
	GLASGOW. (*George Square.*)	404	Pop. 802,900. Glasgow is now "the second city in the Empire," a huge commercial centre of ever-growing prosperity. The early history of Glasgow is bound up with that of St. Kentigern, or St. Mungo, as he is more familiarly known. In the year 560 A.D., he built a cell and oratory on the banks of the Molendinar Burn, near where the existing cathedral stands. There, amid the woodland—the *glas coed* or dark wood which has given the city an enduring name—he ministered to the original inhabitants who hunted in the forests and fished in the Clyde for their living. It is more than a little difficult at the present day, standing in the cathedral approach, on a rise overlooking the apparently illimitable streets and chimney-stalks of the great busy city, to realise the secluded glen of St. Mungo's time ; but it would not have been nearly so difficult the matter of a hundred years ago, when the population, although even then that of a large town, was the comparatively moderate figure of 85,000. The Clyde has been the making of Glasgow ; and, conversely, Glasgow has been the making of the Clyde. The river was never of any great size, but the estuary of it, although for many centuries silted with sand and choked with mud, had always been looked upon as one of great shipping possibilities. So long ago as 1565, attempts were made to clear the obstructed passage, but with no lasting results, for it was reported eighty-six years later to be every day worse ; no vessel of any considerable draught being able to approach nearer than Dumbarton, fourteen miles down river. In 1740 began the long and still-continued series of dredgings and improvements which have made the Clyde at Glasgow one of the busiest ports in the world. But even in 1755 there was a depth of only 5 feet of water at high tide at the Broomielaw quay, with a mere 18 inches at the ebb. To-day there is a depth of 25 feet, and vessels of the largest tonnage come up to the city. The revenue of the River Clyde Trustees, who manage the affairs of the port, is now, in round figures, about half a million sterling. In 1756 it was £1,500. The Clyde shipbuilding yards, below the city, are the foremost in the world, and practically every industry and manufacture is represented in Glasgow to-day.

It is strange to reflect that the early growth of Glasgow was ecclesiastical, and quite unconnected with trade. The diocese of Glasgow was founded by David I. in 1123, and a cathedral was built. This was destroyed by fire, and the existing building was then begun, 1197, by Bishop Joceline. It is chiefly in the

Early English style, but the very fine crypt, built by Archbishop Blackadder at the close of the fifteenth century, is of the Perpendicular period. It is not merely a crypt in the somewhat restricted ordinary sense, but really large enough for an underground church, and of very elaborate and beautiful design. It was, indeed, long used as a church for the Barony parish, and is thus described by Sir Walter Scott in *Rob Roy*. The cathedral and crypt, as a whole, are unfortunately darkened by the modern, very opaque stained glass, with which the windows are completely filled. The surroundings of the cathedral are particularly grim; the great Necropolis cemetery, with its innumerable mouldy mansions of the dead, thickly encrusted in the soot of the vast communities of Glasgow and its dependent towns, occupying the hillside.

The commercial importance of Glasgow may be said to originate in the tobacco trade, in the early part of the eighteenth century, but it was largely promoted by the invention of the steam engine by James Watt, a resident towards the close of the eighteenth century, and by the introduction of the steamship, invented by Henry Bell, of Helensburgh. His steamboat, the *Comet*, first appeared upon the Clyde in 1812.

Glasgow is scarcely to be regarded as a place for tourists. It has abolished most of its antiquities, and its streets are naturally congested with the traffic its abounding commercial interests has called into being. Immense blocks of warehouses, offices, and business premises in wholesale and retail line the main thoroughfares, and even in the side streets the houses run to considerable heights, being largely occupied in tenements. The electric tramway system, too, is perhaps the most far-reaching and extensive of any city, and is owned, in common with the gas and water undertakings, by the city corporation. The municipal centre of Glasgow is George Square where the "City Chambers," or Town Hall, as the building would be styled in England, is situated. It cost £540,000 and was opened in 1888. George Square is another and smaller Trafalgar Square, rich in monuments. In the centre is a column to Sir Walter Scott, with attendant statues disposed about the open space to Queen Victoria, the Prince Consort, Colin Campbell, Thos. Campbell, Peel, Livingstone, Sir John Moore, Burns and others—a numerous and varied company. The Public Libraries, Municipal Art Gallery, and many other public buildings are in the front rank of such institutions. At the western residential end is Kelvingrove, a pleasant suburb, with a very picturesque park, in which is situated the University of Glasgow, removed from the centre of the city. The University was originally founded by James II. *c.* 1440-1450. The present noble series of buildings was begun

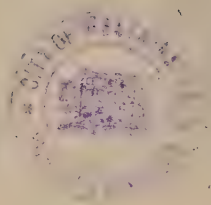
1867, and first occupied 1871. The design was by Sir Gilbert Scott in a style in which the Early English, or First Pointed, phase of Gothic architecture is blended with the Franco-Scottish style.

Hotels: North British Station Hotel (garage); St. Enoch Station Hotel; Windsor Hotel, St. Vincent Street. Motor repairs: D. Carlaw & Sons, 11 Finnieston Street; Kennedy Motor Co., 29 Maxwell Road; Belhaven Eng. & Motors Ltd.; Rennie & Prosser, Ltd., 60 North Wallace Street; R. Y. Dickson, Renfrew Lane; James Gibbon & Son, 170 Buchanan Street.

ROUTE 14A. CARLISLE TO GLASGOW (BY LONGTOWN)

Miles from Glasgow		Miles from Carlisle	
102¼	CARLISLE. *Cumberland.*		Carlisle to Kingstown as Route 14, pp. 65-66.
99½	Kingstown. Fork of roads, keep right. *Gretna Green* by *Sark Bridge*, 7 m. straight on.	2¾	Keep to right at fork of roads. This route is the way by which the eloping couples, bound for Gretna Green, travelled until 1830, when the direct road, saving three and a half miles, was made.
98¼	Blackford.	4	Small hamlet.
96¼	West Linton. Cross the Lyne.	6	Small hamlet.
94½	*Arthuret.*	7¾	Arthuret church, standing lonely
94	Longtown Cross the Esk.	8¼	in a picturesque situation, is the parish church of Longtown. (Described, p. 497.)
93¾	LEVEL CROSSING. Fork of roads, keep left. *Hawick*, 34¾ m. ☞	8½	(See pp. 764-768.)
91¼	Solway Moss. Cross the Sark.	11	Site of the great Battle of Solway Moss, 1542 (described, p. 498.)

THE OLD AND NEW ROUTES TO GRETNA GREEN



Miles from Glasgow		Miles from Carlisle	
90½	ENTER SCOTLAND. *Dumfriesshire.*	11¾	
90	Springfield.	12¼	
89	*Gretna Green.*	13¼	To Glasgow as pp. 66-76.
	GLASGOW. (*George Square.*)	102¼	

ROUTE 15. LEEK TO LIVERPOOL

Miles from Liverpool		Miles from Leek	
57	LEEK. *Staffordshire.* (*Market Place.*)		Proceeding from the Market Place, keep left down the hollow road, above which rises the church. Steep descent; then level.
	Cross the Churnet.		
55½	Pool End.	1½	Road passes Rudyard Lake.
51½	Rushton Railway Station.	5½	
	Cross the Dane. *Enter Cheshire.*		
49¼	Bosley.	7¾	
48½	Cross-roads, keep left. *Buxton*, 8¾ m. ☞ *Macclesfield*, 4¼ m. straight on.	8½	Keep left at cross-roads. (Bad road to Buxton on right.) (See pp. 47-48.)
	Cross the Canal.		

Miles from Liverpool		Miles from Leek	
	Cross the Dane.		
			Sharp rise.
	Cross the Canal.		
	Cross the Canal.		
			Long descent.
46	Buglawton.	11	
45	Congleton.	12	(Described, p. 12.)
	Newcastle-under-Lyme, 12¼ m. *Manchester*, 24¾ m.		(See pp. 11-15.)
	Whaley Bridge, 16¼ m. *Sandbach*, 8 m.		(See pp. 79-81.)
			Leaving Congleton by ascent of West Street (streets paved with granite setts), keep right at
44½	"Waggon and Horses" inn. Fork of roads, keep right.	12½	"Waggon and Horses" inn.
40	Sandlow Green.	17	
38	Holmes Chapel Railway Station. Cross-roads, keep right.	19	
	Newcastle-under-Lyme, 16¼ m.		(See p. 21.)
37½	Holmes Chapel.	19½	(Holmes Chapel to Liverpool, as
	LIVERPOOL.	57	pp. 21-26.)

Route 16. CONGLETON TO WHALEY BRIDGE

Miles from Whaley Bridge		Miles from Congleton	
16¼	CONGLETON. *Derbyshire.*		Descending from the "Lion and Swan" inn, cross river Dane; road then rising sharply.
	Cross the Dane.		
	Fork of roads, keep right. *Monk's Heath,* 8 m.		Keep right at fork of roads. (Left to Monk's Heath, eight miles, see pp. 13-14.)
14½	Eaton.	1¾	Beautifully wooded road up into Gawsworth. [To see Gawsworth Old Hall, etc., mentioned below, turn to right at an inn on right, approaching the village. This byway leads to an avenue conducting direct to the church; turns left after passing the rectory, and rejoins the road to Macclesfield in about ½ a mile.]
11¾	Gawsworth.	4½	One of the most interesting places in Cheshire. The old Hall (on right) near the church, the old Rectory, and the church itself, situated beside a lovely pool, are among the finest things in the rural ways of old England that the traveller could wish to see. Here, too, remains one of the mediæval tilting-grounds, in which knights more or less brave jousted before the eyes of ladies more or less fair. In the church, note monument to Alice Fytton, seventeenth century. She is considered to be the "dark lady" of Shakespeare's sonnets. The Fyttons once occupied the lovely old half-timbered Hall.

To left of the road, and in a grove of trees, is the tomb of a person still quite famous in the locality as "Maggoty Johnson". He died so long ago as 1773. His name was Samuel Johnson, and he appears to have been an eccentric. According to the epitaph, apparently written by himself, he was "Wit, Musician, Poet, Player . . . Dancing Master, too". To this

a later rector of Gawsworth was at the pains to add a long metrical inscription, couched in moral form. The spot is worth a visit.

Miles from Whaley Bridge		Miles from Congleton	
9¼	"Flowerpot" inn. Fork of roads, keep right.	7	Keep right at "Flowerpot" inn, fork of roads.
8¼	Macclesfield. *Buxton*, 12 m. ☞ *Leek*, 13 m. ☞ *Manchester*, 18¾ m.	8	(Described, p. 48.) (See pp. 46-48.)
	Chelford Railway Station. 6¼ m.		(See pp. 216-217)
			Leaving Macclesfield across Park Green, and by Sunderland Street, into Water Green, keep left past railway station into Commercial Road, and then right, rising Hurdsfield Road. Long rise, followed by easy descent and rise.
5¾	Rainow.	10½	Village formerly prosperous in calico-printing and cotton-spinning. The modern successor in Rainow in these things, the town of Bollington, is seen amid the hills, on left.
D	*Gradient* 1 in 8.		
			Steep rises and descents, through the wild hilly country of Macclesfield Forest.
D	*Gradients* 1 in 7 to 1 in 10.		
1½	Kettleshulme.	14¾	Remote village, amid the drear hills.

Miles from Whaley Bridge		Miles from Congleton	
	D *Gradients* 1 in 9.		Repeated rises and descents to Whaley Bridge.
	WHALEY BRIDGE.	16¼	(Described, p. 209.)

Route 17. MANCHESTER TO LIVERPOOL

Miles from Liverpool		Miles from Manchester	
36	MAN-CHESTER. *Lancashire.* (*St. Ann's Square.*) Cross the Irwell.		Proceeding from St. Ann's Square, past St. Ann's Church, and down along St. Ann's Street, turn left into Deansgate (electric trams), turning thence to left, along the Liverpool Road. At end of this thoroughfare, turn left, into Water Street, and then to right, crossing river Irwell. Then, ascending Regent Road, keep straight on, through Weaste.
32	Eccles. (*Cross.*)	4	Eccles is all one, so far as outward appearance goes, with Manchester. The great church, many times restored, is very black without, in common with most of the public buildings of these districts, but has an interesting interior. It is Perpendicular, and contains monuments of ancient local families.

Eccles, although having lost much of its individuality by being engulfed amid many new districts and parvenu towns, retains one prime feature, "Eccles cakes," which are as famous in the North of England as are those of Banbury in the South. The two shops near the church, each claiming to be the original, will amuse the beholder. One is "Bradburn's The Old Eccles Cake-maker. Never removed." The other is "Birch's *The* Old Eccles Cake-makers. Removed from the opposite side."

31¼	Patricroft.	4¾	
30½	Peel Green.	5½	The road now runs parallel with the Manchester Ship Canal, on left; but scarcely within sight, al-

Miles from Liverpool		Miles from Manchester	
			though quite easily within the smell. of this peculiarly odorous waterway. The road is paved.
	Barton Swing 🖃 *Bridge.*		The great Barton Swing Bridge and Aqueduct, one of the marvels of the Ship Canal, is a sight worth seeing. The Ship Canal, it may here be noted, was constructed at a cost of £13,470,221.
27	Higher Irlam.	9	It is a dreary, uninteresting road on through Higher Irlam,
25	Cadishead.	11	Cadishead, and a number of other immaterial hamlets, to Warrington. The land is quite level, Chat Moss, famous in the early annals of railway engineering, stretching away on right. This once famous bog, extending four miles, was long since drained, and the Manchester and Liverpool Railway was built across it, 1829. Its romantic dangers are now things of the past, and it has now become merely a dreariness.
24	Hollinfare.	12	
22¾	Rixton.	13¼	
20½	Woolston.	15½	
19¾	Paddington.	16¼	
18	Warrington.	18	Warrington is entered by Church Street. Keeping to right, opposite "Ring o' Bells" inn, and to right again, along Irlam Street, keep left into Butter Market. (Described, p. 24.)
	Tarporley, 🖃 18¼ m. *Wigan,* 11½ m. 🖃		(See pp. 28-32.)
			Leaving Warrington along Sankey Street (electric trams), keep straight ahead.
16½	Sankey Bridge Railway Station.	19½	

Miles from Liverpool		Miles from Manchester	
	Cross the Sankey Canal.		
16	Fork of roads, keep right. *Liverpool, by Roby*, 16 m.	20	Keep right at fork of roads. (Left to Liverpool, by Roby, sixteen miles, see p. 25.)
15	Sankey Chapel.	21	
12½	Bold Heath.	23½	
11	Rainhill Stoops. Fork of roads, keep right.	25	Keep right at fork of roads. (Left to Liverpool, through Huyton and Roby ; a good road.)
10	Rainhill.	26	Liverpool electric trams begin. Rainhill, a furiously ugly place, is the spot where George Stephenson's "Rocket" locomotive won the trial of 1829, before the opening of the Manchester and Liverpool Railway.
9¼	The Holt.	26¾	
8	Prescot.	28	Manufacturing town, largely engaged in the making of watch-movements. The church is a fine Perpendicular building, with lofty spire. Monuments include a singular statue to Captain Ogle, seventeenth century.
	Junction of road from St. Helens, on right.		
7¼	*Knowsley*, 2½ m.	28¾	(See p. 115.)
4	Knotty Ash.	32	Passing Knotty Ash, the streets of Liverpool are entered.
3	"Old Swan" inn. Keep right.	33	Keep to right past "Old Swan" inn, and pass the Clock Tower and George III. monument. Continuing along the London Road, with the trams, the centre of the city is gained by following them.
	LIVERPOOL. (*St. George's Hall.*)	36	Pop. 746,566. (The area known as "Greater Liverpool," including Birkenhead and the surrounding

towns not actually comprised within the city boundary, has a population of 1,095,558.) Liverpool ranks next after London and Glasgow in the matter of population, and is one of the busiest ports in the world, and the principal place of embarkation for, and arrival from, America. The origin of the place-name still eludes antiquaries and etymologists, but is thought to have reference to a stagnant lake, in after centuries known as the Moss Lake, which stagnated at the base of Edge Hill. The name is considered by others to derive from marshes in which grew the "liver," the yellow iris or flag ; *Iris pseudacorus.* Litherland, a neighbouring village, in the direction of Seaforth, was probably a fenland settlement. There is a "Livermere" in Suffolk, which seems to be of the same origin.

Antiquaries in the seventeenth century at a loss for a scientific derivation, invented a fabulous bird, the "Liver," which appears in the arms of the city. This is nowadays technically described in heraldic language as "Argent, a cormorant, sable-beaked and legged gules, holding in his beak a branch of sea-weed, inverted, vert".

Although the first mention of Liverpool occurs so far back as the reign of King John, and although it became a borough in 1207, it remained a small place until after the Restoration. In the time of Queen Elizabeth, it was assessed for one bark and six men towards the naval defence of the country, while London provided twenty-five ships and 662 men. In the reign of Charles I. Bristol paid £1,000 Ship Money, and Liverpool only £15. As the port of Chester decayed through the silting-up of the Dee, so that of Liverpool arose, and began to lay the foundations of its wealth upon the West African and West Indian slave-trade, in which the Gladstone family acquired what was in the eighteenth century regarded as an honourable fortune. Cotton and tobacco form the chief items in Liverpool's vast and highly-varied imports, and the Cotton Exchange is perhaps the foremost business institution in the city. The docks extend for over seven miles along the Mersey, and are faced by other important docks at Birkenhead, all now under the control of the Mersey Docks and Harbour Board, whose imposing new Dock Offices, opened 1909, are now a striking feature of the waterside. It would be impossible to even summarise the salient features of this vast community in a few words ; but attention may be drawn to the Mersey Tunnel Railway, to the Overhead Railway which traverses the length of the docks, and to that imposing centre of civic life, St. George's Hall, adjoining Lime Street railway station. This is an immense building, in the Corinthian style, completed 1854, at a cost of £400,000. The building contains the Assize

Courts, but is chiefly remarkable, interiorly, for the Great Hall, 169 feet by 74 feet. The surrounding St. George's Place, the Trafalgar Square of Liverpool, is filled with statues and monuments, including the lofty Wellington Column, the statue to that great statesman, the Earl of Beaconsfield, and that to General Earle.

Liverpool and Manchester being keen rivals, are intent upon achieving monumental things. Manchester made the Ship Canal, in the teeth of the bitterest opposition from Liverpool; and now Liverpool is building upon the rocky plateau of St. James's Mount a vast Cathedral which shall not only entirely eclipse that of Manchester, but incidentally be by far the biggest thing in Cathedrals throughout the kingdom. The foundation-stone was laid, 19th July, 1904, by King Edward VII. The length of the building will be 584 ft.—18 ft. 4 inches longer than Winchester Cathedral, hitherto the longest in England.

Already Liverpool is greatly distinguished for its amazing multitude of churches and chapels, which do not seem to have greatly reduced the bestial savagery of the city's appalling slums, situated in the districts of Scotland Road and Great Homer Street; where the most degraded creatures of any city in England herd, and constitute a menace to the community.

The birthplace of Wm. Ewart Gladstone is pointed out in Rodney Street: the house now numbered "62"; and belated hero-worshippers still come to gape at it. Among the many statues and monuments in Liverpool is an effigy of him, situated in St. John's Gardens.

Hotels: Exchange Station Hotel; North-Western; Lime Street Station (garage); Compton.

Motor repairs: C. W. Donkin & Co., Ltd., Webster Street; J. A. Lawton & Co., 35 Hardman Street (garage); Liverpool Motor House, Ltd., Peter's Lane; Theo & Co., 6 Hatton Garden; Argylls, Ltd., Leece Street.

Route 18. MANCHESTER TO SOUTHPORT

[*Not a touring route, so far as Wigan: and infested up to that point with tramways and industrial developments.*]

Miles from Southport		Miles from Manchester	
39¼	MANCHESTER. *Lancashire.* (*St. Ann's Square.*)		Proceeding from St. Ann's Square, down Deansgate, keep to left, and then to right, into King Street West; thence crossing the Irwell, into Salford.

Miles from Southport		Miles from Manchester	
	Cross the Irwell.		
38¾	Salford.	¼	Proceeding along New Bailey Street, and then to left, into Chapel Street, and past the Crescent, and along Broad Street,
37¼	Pendleton. Fork of roads, keep right. *Eccles.* Irlams-o'-th'-Height.	2	Pendleton is reached. Passing the church, keep right at fork of roads. (Left to Eccles.)
36	Fork of roads, keep left. *Bolton*, 7 m.	3¼	Keep left at fork of roads. (Right to Bolton, seven miles, see pp. 52-53.)
34¾	Swinton. Fork of roads, keep left. *Walkden*, 3 m. *Wardley Hall*, 1½ m.	4½	Keep left at fork of roads. (Right to Walkden, three miles.) On the way to Walkden is Wardley Hall, a place famous for the mysterious human skull that is still preserved in a niche on the staircase, and is variously said to be that of Roger Downe, of Wardley, slain in a London street brawl in 1676; or that of Alexander Barlow ("Father Ambrose"), Roman Catholic priest, executed 1641.
32¾	Worsley.	6½	The road through Worsley passes the gates of Worsley Hall, between it and the Old Hall, which stands on right. Worsley New Hall was built by the Earl of Ellesmere, 1840. The church, on right of road, is one of Sir Gilbert Scott's works, and was erected at cost of 1st Earl of Ellesmere. The Old Hall is an interesting half-timbered mansion.

Worsley is, of course, famous for the beginning of the Duke

of Bridgewater's Canal, the work of the 3rd and last Duke of Bridgewater, aided by the engineering skill of James Brindley. "The Old Packet House" inn, beside the Canal, is a picturesque half-timbered house. The lofty column prominent along the road is to the memory of the 1st Earl of Ellesmere.

Miles from Southport		Miles from Manchester	
30¾	Boothstown.	8½	
	Fork of roads, keep right. *Leigh*, 4½ m.		Keep right at fork of roads. (Left to Leigh, four and a half miles), and again in short distance right, road rising rather steeply.
	Fork of roads, keep right. UP		
	Fork of roads, keep left.		Keep left at fork of roads.
30	PARR BRIDGE. Cross a stream.	9¼	
28¼	Tyldesley.	11	Cotton-spinning and coal-mining engross the activities of the neighbourhood around Tyldesley.
	Keep right. *Leigh*, 1¾ m. DOWN		Leaving Tyldesley past Market Place, keep to right. (Left to Leigh, one and three quarters miles), descending Stanley Street, and then to left, into Shuttle Street, from which turn to right, descending Castle Street and Tyldesley road.
	Keep left. Keep right. DOWN		
27	Atherton. *Leigh*, 2¼ m. *Bolton*, 5¼ m.	12¼	Collieries and cotton-mills in and about Atherton.
	Keep left. DOWN		Leaving Atherton, keep to left, down King Street, and then to right.

Miles from Southport		Miles from Manchester	
	Keep right. LEVEL CROSSINGS.		Level crossings on the way to Hindley.
22¾	Hindley.	16½	Cotton-spinning and general industrial centre. Electric trams to Wigan.
	St. Helen's, 9½ m. *Bolton*, 7½ m. Cross the Canal.		(See pp. 100-103.)
20¼	Wigan.	19	(Described, p. 32.)
	Warrington, 11½ m. *Preston*, 17¼ m.		(See pp. 30-33.)
	DOWN Cross the Canal.		Leaving Wigan from the Market Place, and by descent of Wallgate, and over canal, keep right at fork of roads at "Queen's Head" inn.
19¼	"Queen's Head" inn. Fork of roads.	20	
	UP		Road rises long incline.
17¾	Lamberhead Green.	21½	Electric tramway terminus.
	DOWN & UP		Descent and steep rise.
16¼	Upholland.	23	Church contains some good old benches, dated 1635. Brasses of Bispham family.
	UP Turn left. Turn right.		Proceeding through Upholland, through which the road continues rising, turn sharply to left, up Back Brow, and then to right, up Alma Hill.
	D UP Fork of roads, keep right.		At hilltop keep right at fork of roads at "Britannia" inn, and at

Miles from Southport		Miles from Manchester	
15¾	"Victoria" inn. Cross-roads, keep left.	23½	cross-roads beside "Victoria" inn, keep left.
15	Holland Moor. Fork of roads, keep right. Keep left.	24¼	Leaving Holland Moor, keep right and left at successive forks of roads. Collieries are common objects of the landscape here, and on to Skelmersdale, and bad stone setts are a feature of the road.
13¾	TAWD BRIDGE. Cross the Tawd.	25½	
13	LEVEL CROSSING	26¼	
11¾	Skelmersdale. *Lathom House*, 2 m. ☞	27½	Pop. 6822. Modern town, established on a site still remembered by old people as occupied only by cabbage and potato-fields. Lathom House, two miles right, is the seat of Earl of Lathom.
	Fork of roads, keep left. Keep right. LEVEL CROSSING. Fork of roads, keep left. Skelmersdale Railway Station. LEVEL CROSSING.		Keep left at fork of roads in Skelmersdale; and leaving the town, keep right. Then, passing over level crossing, keep to left, past Town Hall.
10¾	DICKENS BRIDGE. Cross a stream.	28½	

Miles from Southport		Miles from Manchester	
			Rising from Dickens' Bridge, keep right at fork of roads, and soon after, at next fork, keep left.
	Fork of roads, keep right. Fork of roads, keep left.		
9¾	Westhead.	29½	
8¼	Ormskirk.	31	(Described, p. 113.)
	Liverpool, 12½ m. *Preston*, 18½ m. *St. Helens*, 11 m. Cross the		(See pp. 111-115.)
	Leeds and Liverpool Canal.		
5¼	Scarisbrick.	34	Scarisbrick Hall was designed by the Pugins, and is an ornate mansion in the Town Hall Gothic, or Supremely Uncomfortable style. It has a lofty swaggering tower, a feature that properly belongs to public buildings, not to a private residence.
1¾	Blowick.	37½	
	SOUTHPORT.	39¼	(Described, p. 117.)

Route 19. MANCHESTER TO ACCRINGTON AND WHALLEY

Miles from Whalley		Miles from Manchester	
25¾	MANCHESTER. *Lancashire.* (*St. Ann's Square.*)		Proceeding by Exchange Street, and Victoria Street, past the Cathedral, continue along Great Ducie Street (electric trams), Strangeways, and the Bury New Road; straight ahead to Higher Broughton.
23¾	Higher Broughton.	2	

Miles from Whalley		Miles from Manchester	
			[Alternative road to Bury: by Cross Street, Cheetham Hill, Bury Old Road, Heaton Park, and Whitefield; rejoining one mile beyond Prestwich.]
22	Prestwich.	3¾	
21¼	Besses o' th' Barn.	4½	
20¾	Fork of roads, keep right. *Radcliffe*, 1 m.	5	Keep right at fork of roads. (Left to Radcliffe, one mile.)
			Smart descent to Blackford Bridge.
20	BLACKFORD BRIDGE. Cross the Roach.	5¾	
			Stone setts into Bury.
17¾	Bury.	8	Pop. 59,040. Busy cotton-spinning town. Here the Peel family acquired their wealth, in calico-printing. In the market-place is a statue of the first Sir Robert Peel.
	Bolton, 6 m. *Rochdale*, 7 m.		See pp. 103-105.
			Proceeding through Bury, keep along Silver Street, and then to right, past monument to Sir Robert Peel, and along Rock Street, Stanley Street, and Moorgate. Then turn to left, ascending Walmersley Road to Limefield.
16	Limefield.	9¾	Electric tramway terminus.
	Fork of roads, keep left.		Keep left at fork of roads.
14½	*Ramsbottom.*	11¼	

Miles from Whalley		Miles from Manchester	
14	Shuttleworth.	11¾	The road is a very penitential stretch of bad macadam and rough setts.
12¼	Edenfield. Fork of roads, keep left. *Rawtenstall*, 3 m. *Bolton*, 9¾ m. *Rochdale*, 7¾ m.	13½	Keep left at fork, in leaving Edenfield.
11¼	Ewood Bridge. Cross the Irwell. Fork of roads, keep right.	14½	Steep descent to crossing of Ewood Bridge railway station and river Irwell. Then keep immediately to right; road rising lengthily.
9¼	Haslingden. *Blackburn*, 8 m. *Rawtenstall*, 2¼ m.	16½	*I.e.* the "Hazel dene".
7¼	Ravendale.	18½	
			Gradual winding descent to Accrington.
5¼	Accrington. *Blackburn*, 5 m. *Burnley*, 6¼ m.	20½	(Described, p. 120.) (See p. 120.)
4	Clayton-le-Moors.	21¾	Entering Accrington, follow tram-lines straight forward to Clayton-le-Moors.
			Steep descent, growing easier, to Hyndburn Bridge.

Miles from Whalley		Miles from Manchester	
2¾	HYNDBURN BRIDGE. Cross the Hyndburn.	23	
			Steep rise from the bridge, followed by a like descent to Cock Bridge.
1¾	COCK BRIDGE. Cross the Calder.	24	
			Descent into Whalley.
	WHALLEY.	25¾	(Described, p. 126.)

ROUTE 20. MANCHESTER TO ROCHDALE AND BURNLEY

Miles from Burnley		Miles from Manchester	
25	MANCHESTER. *Lancashire.* (*St Ann's Square.*)		Leaving Manchester from St. Ann's Square, and along Exchange Street, ascend Market Street; thence turning to left, into High Street and the old-fashioned Shude Hill: road rising. Keep straight on to Barnes Green: electric tramways.
22¼	Barnes Green.	2¾	Gentle descent.
21¾	Fork of roads, keep right. ☜ *Blackley.*	3¼	Keep right at fork of roads. (Blackley, slightly left.)
			Sharp descent into Middleton.
19½	Middleton.	5½	Pop. 27,980. The picturesque old black and white half-timbered "Boar's Head" inn, is an interesting survival amid the modern expansion of Middleton.

Miles from Burnley		Miles from Manchester	
	Oldham, 3¾ m.		
	UP†		Road rises smartly out of Middleton.
16½	Castleton.	8½	
	DOWN		Descent towards Rochdale.
14	Rochdale.	11	Pop. 91,428. Textile fabrics of many kinds are made at Rochdale: cottons, calicoes, flannels, fustians, and friezes. In the last thirty years the town has more than doubled its population.

The co-operative movement originated here in 1844, when twenty-eight operatives in the weaving trade clubbed together to purchase their household groceries economically in bulk; thus establishing the society, afterwards known as the "Rochdale Pioneers".

John Bright, orator and statesman, Quaker and cotton-mill proprietor, was born at Rochdale, 1811, and died here, at his residence, "One Ash," 1889. He is buried here, "among his own people".

	Bolton, 13 m. *Halifax*, 16¼ m. *Rawtenstall*, 10¾ m. *Milnrow*, 2¼ m.		(See pp. 103-107.)
	Cross the		Leaving Rochdale past the Town Hall, keep to right, crossing river Roach, and thence to right, ascending Yorkshire Street.
	Roach.		
	UP†		
	Fork of roads, keep left.		Keep to left at fork of roads, on joining the tramways.
	UP†		
12½	Healey.	12½	
	UP†		
11	Whitworth.	14	

Miles from Burnley		Miles from Manchester	
9	Shawforth.	16	
8	"Britannia" inn. Fork of roads, keep right. *Rawtenstall*, 5 m.	17	Keep right at fork of roads. (Left to Rawtenstall, five miles.)
7	Bacup.	18	Pop. 22,318. Cotton-spinning, woollen manufacturing, and dyeing carried on here.
	Halifax, 17¼ m.		
			Road, leaving Bacup, ascends to the wild moors known as the
5¼	Weir.	19¾	Forest of Rossendale.
4	Deerplay.	21	*I.e.* "Deer-uplay": the ancient haunt of the deer in the Forest of Rossendale. Locally pronounced "Derpli".
			Road descends.
	Cross-roads, keep right.		Keep to right at cross-roads, road continuing descent, and becoming steep and winding.
	D *Gradient* 1 in 9.		
1¾	Thane.	23¼	
	BURNLEY.	25	(Described, p. 120.)

Route 21. MANCHESTER TO LEEDS

Miles from Leeds		Miles from Manchester	
41½	MAN-CHESTER. *Lancashire.* (*St. Ann's Square.*)		Proceeding along Exchange Street, turn to right, along Market Street, and thence to left, along Oldham Street and Oldham Road. (Electric tramways all the way into Oldham.)

Miles from Leeds		Miles from Manchester	
40	Miles Platting.	1½	
38½	Newton Heath.	3	
37¼	Failsworth.	4¼	
36	Hollinwood.	5½	
			Sharp ascent.
34¼	Oldham. (*Town Hall.*)	7¼	Pop. 147,495. Cotton-spinning town. Here also are made hats, velveteens, calicoes, corduroys, etc. The people of Oldham were long known as "Owdham roughs". Let us hope the title is now out of date. The characteristics of other Lancashire townsfolk used generally to be summed up as: "Manchester men," "Liverpool gentlemen," "Bolton chaps," and "Wigan fellows". (See p. 99.)
	Rochdale, 6 m. *Ashton-under-Lyne*, 4 m.		
	Fork of roads, keep right. *Halifax*, 16 m.		Leaving Oldham by Huddersfield Road, keep right at fork. (Left to Halifax, 16 miles.)
32½	Waterhead. *Enter Yorkshire.*	9	
			Rise, followed by steep drop to New Delph.
27½	New Delph.	14	
			Long trying climb over the wild, desolate Standedge heights (1,230 feet). Passing Millstone Edge, on left, the road passes over the great Standedge tunnels, which are driven at great depths through the rock. The first of these, the tunnel of the Huddersfield Canal, constructed *c.* 1790, is three and a half miles long, and at one point is 666 feet below the surface. The canal-barges are "legged" through by men lying on their backs, and pushing with their feet against the roof. The Standedge Tunnel of the

London and North-Western Railway runs parallel with that of the canal, and is three miles long, and perfectly straight.

Miles from Leeds		Miles from Manchester	
	DOWN		Descent to Marsden and the Colne valley.
23¼	Marsden. Fork of roads, bear left.	18½	Bear left at fork of roads just past Marsden.
20¾	Slaithwaite.	20¾	Slaithwaite has a spa, highly-esteemed locally for cure of skin-diseases. It is supplied from a spring, rich in alkaline salts and sulphuretted hydrogen, which rises from the river Colne. The scenery is here extremely beautiful, of mingled rocky and wooded character.
19¾	*Linthwaite.* ☞ Cross the	21¾	Linthwaite village is chiefly on right.
	Colne. Turn left.		Turn left, and ascend sharply into Huddersfield, along Buxton Road and New Street, into Market Place.
	UP†		
16	HUDDERSFIELD. (*Market Place.*)	25½	Pop. 107,825. In Domesday, "Odersfelt". Huddersfield is essentially a modern town, having numbered in 1801 a population of only 7,268. The great industry here is in cloth-weaving, carried on by the factory system which prevails at Bradford, Halifax, etc., but also to a considerable extent by the workers in their own homes in the surrounding villages. There are no antiquities in Huddersfield.

Hotels: George (garage); Imperial, New Street (garage); Queen's, 31 Market Street. Motor repairs: Thirkill, Leeds Road; Taylor's, Longroyd Bridge; Mitchell, East Parade (garage).

Halifax, 7 m.		(See p. 397.)
Sheffield, 26½ m. ☞		(See pp. 242-244.)

Miles from Leeds		Miles from Manchester	
	Wakefield, by Horbury, 13¾ m. ☞		
15	Fork of roads, keep right.	26½	Leaving Huddersfield by John William Street, and descending Brook Street and Union Street, into the main Leeds Road, keeping right at fork of roads, the road-surface is found to be generally bad, with heavy traffic.
	Bradford, 🚃 11 m.		(See p. 269.)
14	Deighton.	27½	Easy incline to Bradley.
13	Bradley.	28½	
			Easy fall to Cooper Bridge.
	Cross the		On left is Kirklees Priory, associated with Robin Hood.
	Calder.		
12¼	Cooper Bridge. Obelisk.	29¼	
	Halifax, 🚃 8 m.		(See pp. 394-395.)
12	"Three Nuns" inn.	29½	Keep left at fork of roads at "Three Nuns" inn. (Right to Dewsbury, four miles, see p. 393.)
	Fork of roads, keep left.		
	Dewsbury, 4 m. ☞		(See p. 393.)
			Road rises long incline, and then descends somewhat steeply to Mill
9½	Mill Bridge.	32	Bridge. Cleckheaton and Dewsbury trams cross the road here.
			Steepish long rise and fall to Birstall.
7	Birstall.	34½	Small town, full of shoddy and woollen mills, and surrounded by quarries.
	Batley, 2¾ m. ☞ *Bradford,* 🚃 6 m.		(See p. 396.)

Miles from Leeds		Miles from Manchester	
	"Coach and Horses" inn. Fork of roads, keep left. *Morley*, 2½ m. ☞		Keep left at fork of roads. (Right to Morley, two and a half miles), road rising lengthily and steeply to Gildersome.
	Cross-roads, keep straight on. *Wakefield*, 7¼ m. ☞ *Bradford*, 6 m.		Keep straight on at cross-roads. (See pp. 377-380.)
5	Gildersome.	36½	The place-name is said to derive from a colony of "Guelderland" Flemish weavers, who settled in this neighbourhood, 1571.
			Long steep descent.
	Gradient 1 in 9.		
2	Holbeck.	39½	Leeds electric tramways begin.
	LEEDS. (*Briggate.*)	41½	(Described, pp. 403-405.)

Route 22. OLDHAM TO ROCHDALE

Miles from Rochdale		Miles from Oldham	
6	OLDHAM. *Lancashire.* (*Town Hall.*)		(Described, p. 96.) Proceeding from the Town Hall, follow the electric trams all the way to Rochdale, road descending and then rising rather steeply to "Summit" inn.
3¾	Royton.	2¼	
2½	"Summit" inn.	3½	
			Long gradual decline to Rochdale.
2	Bolderstone.	4	
	ROCHDALE.	6	(Described, p. 94.)

Route 23. LIVERPOOL TO BOLTON AND LEEDS

[*This is an odious route running through densely-populated manufacturing districts and grimy towns, with accompaniments of tramways and bad stone setts. It is, however, the only way.*]

Miles from Leeds		Miles from Liverpool	
75	LIVERPOOL. *Lancashire.* (*St. George's Hall.*)		(Liverpool described, pp. 83-85.) Proceeding along London Road with the electric tramways, and straight ahead, past the George III. statue, and along Prescot Street, keep to left of Clock Tower, rising a short steep pitch to Low Hill
72	"Old Swan" inn. Fork of roads, keep left. *Warrington by Roby,* 15 m. ☞	3	Post Office, electric trams continuing, and through Kensington and Stanley to "Old Swan" inn, where the tram terminus is situated. Keep left at fork of roads. (Right to Warrington, fifteen miles, see pp. 82-83.)
71	Knotty Ash.	4	Liverpool electric tramways end.
69¼	Fork of roads, keep right.	5¾	Keep right at fork of roads.
67	Prescot. Fork of roads, keep left. *Warrington,* 10 m. ☞ Eccleston Hill.	8	(Described, p. 83.) Keep left at fork of roads in Prescot at "King's Arms" hotel (Warrington, ten miles right, see pp. 82-83), and proceed along tramway route to St. Helens.
63½	St. Helens. (*Town Hall.*) *Leigh,* 11½ m. ☞	11½	Pop. 96,566. St. Helens is an extremely undesirable town from the tourist's point of view. It is, above all other things, the centre of the plate-glass manufacture, and produces glass of many other kinds. Here also are chemical, copper and alkali works, which effectually poison the atmosphere in a wide radius.

Miles from Leeds		Miles from Liverpool	
	Warrington, 9½ m. ☞ *Southport*, 19¼ m. ☞		
	Cross the Canal.		Leaving St. Helens, keep to right past Town Hall, and along Corporation Street, past the railway station and by Higher Parr Street to fork, where keep left, and again left at next fork, along Park Road. At "Princess Alice" hotel, keep to left, and cross canal, road rising and descending to canal swing-bridge and the Blackbrook.
	Cross the Canal.		
62	Cross the Blackbrook.	13	
			Rise of nearly one mile to "Huntsman" inn, where keep left at fork of roads. Tram-lines go off to right for Haydock.
61¼	"Huntsman" inn. Fork of roads, keep left. *Haydock.* ☞	13¾	
61	LEVEL CROSSING.	14	
60¼	LEVEL CROSSING.	14¾	
58½	Ashton-le-Willows (or Ashton-in-Makerfield).	16½	(Described, p. 31.)
	Warrington, ☜ 7¼ m. *Wigan*, 4¼ m. ☞		(See pp. 30-31.)
57¾	Stubshaw Cross.	17¼	
	LEVEL CROSSING.		Passing over level crossing and by Bamfurlong railway station, road descends and crosses canal.
57	Bamfurlong Railway Station.	18	

Miles from Leeds		Miles from Liverpool	
	Cross the Canal.		
56	PLATT BRIDGE. Fork of roads, keep left. Fork of roads, keep right. Keep right. ☜ *Wigan.*	19	Keep left at fork of roads, and in 180 yards keep to right at further fork, and again right at next succeeding fork at "King William" hotel. (Left to Wigan.)
55½	Platt Bridge Railway Station. Turn right.	19½	Passing under the archway at Platt Bridge railway station, turn right, past Railway hotel.
54	Hindley. (*Market Place.*)	21	Busy town, amid odious agglomerations of collieries and blast-furnaces. In this neighbourhood are some of the deepest pits in the kingdom.
	Manchester, ☜ 16½ m. *Southport*, 22¾ m. ☞		(See pp. 85-90.) Leaving Hindley, keep to right, and then to left, road steeply rising up Castle Hill Road.
51½	Westhoughton. (*Church.*) Turn right. Turn left.	23½	Turn to right, past "Wheat Sheaf" inn, and proceed by Market Street. At "White Lion" inn turn left, into Cow Lee Lane.
50¾	Cross-roads, keep straight on. ("*White Horse*" *inn.*) *Manchester*, ☜ 8 m. *Chorley*, 14½ m. ☞	24¼	Keep straight on, over cross-roads at "White Horse" inn.
48½	Deane.	26½	

Miles from Leeds		Miles from Liverpool	
			Bolton Town Hall is reached by the Wigan Road, Pikes Lane, Blackburn Street, and thence to right, by New Street, and to left, along Black Horse Street. Thence again right into Ashburner Street, and finally to left, along Cheapside.
46½	Bolton. (*Town Hall.*)	28½	(Described, p. 53.)
	Chorley, 11¾ m.		(See pp. 53-54.)
	Manchester, 11¾ m.		(See pp. 52-53.)
	Blackburn, 13 m.		(See pp. 133-134.)
	Edenfield, 9¾ m.		
			Leaving Bolton from Town Hall, proceed along Oxford Street, and then left, along Deansgate and Churchgate. Thence down Church Bank, bearing right, and under railway viaduct, road rising.
	Bear right.		
46	Fork of 3 streets. Take middle.	29	Take middle at fork of three streets (Bury New Road).
			Road then ascends easily to Radcliffe Road, and descends to Tonge Bridge, crossing the Tonge Brook.
	Tonge Bridge. Cross the		
	Tonge Brook.		Road then rises steeply to Tonge Fold, descending again to Tootil Bridge.
45½	Tonge Fold.	29½	
	Tootil Bridge. Cross the		
	Bradshaw Brook.		

Miles from Leeds		Miles from Liverpool	
45¼	*Breightmet.*	29¾	
44	*Ainsworth.*	31	
43¼	Halfway House. Cross the Irwell.	31¾	
40½	BURY. (*Peel Statue.*)	34½	(Described, p. 91.)
	Manchester, 8 m. *Accrington*, 12½ m.		(See pp. 90-92.)
			Leaving Bury by Market Street, turn left at Opera House into Princess Street, and thence to right at "King's Arms" hotel, into Rochdale Road.
39¼	ROACH BRIDGE. Cross the Roach.	35¾	
			Long ascent to Summit inn, and easy descent into Heywood.
38¼	Summit Inn.	36¾	
37¼	Heywood. (*Market Place.*)	37¾	Pop. 26,000. Cotton-spinning town. Leaving Heywood, keep left out of Market Place, and past church, down York Street.
35	SUDDEN BROW.	40	
	Junction of road from Manchester, on right.		

Miles from Leeds		Miles from Liverpool	
33½	ROCHDALE. (*Town Hall.*) *Manchester*, 11 m. *Burnley*, 14 m. *Edenfield*, 13½ m. *Dobcross*, 8½ m.	41½	(Described, p. 94.) (See pp. 93-95.) (See pp. 90-92.)
	Cross the Roach. Turn right.		Leaving Rochdale, proceed by South Parade, and thence to left, and across river Roach. Then turn right, and along Smith Street and Entwistle Road, following electric trams.
32¾	Heybrook.	42¼	
30	Littleborough.	45	Cotton-spinning town. On right, three-quarters mile, is Hollingworth Lake, greatly frequented by the operatives on pleasure bent.
	Fork of roads, keep right. *Todmorden*, 6 m.		Keep right at fork of roads. (Left to Todmorden, six miles.) At Steanor Bottom, two miles, on the Todmorden road, note a quaint old house with the following inscriptions :— By . many . strokes . the . work . is . done . that . covld . not . be . per . formd . by . one. NOMANON EARTHCANTE LLTHETORMENT THATSINEL 1700.
	Gradient 1 in 7.		Long steep rise to Blackstone Edge, where Lancashire is left behind, and Yorkshire entered.
27½	BLACKSTONE EDGE. "*White House*" *inn.*	47½	Here, on left of road, are the reservoirs of the Rochdale Canal. The district is often styled the "backbone of England," and is a

Miles from Leeds		Miles from Liverpool	
	Fork of roads, keep right. *Hebden Bridge*, 7 m. *Enter Yorkshire.*		dreary one, of lofty moorlands and boggy patches, rising to about 1300 feet, the scenery of a dull, sullen hue :—

"I rode over such wayes as were past comparison or amendment, for when I went over a lofty mountain called Blackstone Edge, I thought myself in the land of break-necke, it was so very steep and tedious."

JOHN TAYLOR, *the Water Poet*, 1620.

"The wind blew exceedingly hard and drove the snow so directly in our faces (this was August) that we could not possibly keep our eyes open to see our way, nor, if we could, was there any to be discovered, except as we were showed it by a frightful precipice on one hand and uneven ground on the other. Our very horses betrayed their uneasiness at it; and a poor spaniel dog that was our fellow-traveller, and usually diverted us with giving us a mark for our gun, turned tail and cried."

DANIEL DEFOE, 1714.

Blackstone Edge is not now so terrible as that, but it is a sufficient bleak and uncomfortable crossing. The Roman road from *Cambodunum* to *Mancunium* (Slack, near Goldcar, to Manchester) can still be traced on the right of the "White House" inn, across the moorland and the deserted quarries. A portion of it, just here, is regarded as the most perfect fragment of a paved Roman road remaining in England. It is paved with stone blocks, and has a deeply-scored groove very distinctly marked along the middle. It is conjectured that this was worn by the ancient users of the road braking their vehicles down the steep descent.

	DOWN		Steep descents, alternating with almost level intervals. The Ripponden valley is a beautiful and gracious exchange from the stark wilderness of Blackstone Edge.
24½	New Inn.	50½	
	DOWN D *Gradient* 1 in 7.		
23	Ripponden. *Stalybridge*, 17½ m.	52	

Miles from Leeds		Miles from Liverpool	
21½	Triangle.	53½	
20	Sowerby Bridge. (*Town Hall.*) Cross the	55	Sowerby Bridge has long since expanded into an industrial town of cotton mills and woollen factories. There are also iron foundries and chemical works. The water-conveyance afforded by the Calder Navigation and the Rochdale Canal originally caused this development and that of the other developed places in these once lonely valleys. The lofty railway viaduct rather dwarfs the buildings of the town.
	Calder Navigation.		
	Turn right. Turn left. *Elland*, 3 m.		Leaving Sowerby Bridge, turn to right at Town Hall, and then to left (Right to Elland, three miles), road rising steeply.
18½	King Cross. Junction of road from Todmorden, on left.	56½	
			Enter Halifax along Harrison Road, and thence to right, descending Silver Street, and to left along Waterhouse Street, and then to right, down Broad Street.
17¼	HALIFAX.	57¾	Pop. 101,556. Halifax is said to derive its name from the "holy face" of St. John Baptist, and the town has supported the story by adopting the head of the saint for its badge. But there are various rival legendary origins for the place-name: one of the most prominent being the story of a priest who (at some remote period left conveniently unspecified) cut off the head of a saintly maiden who refused to comply with his illicit amorous proposals. He hung the head upon a yew-tree, where it was discovered, and, the

story becoming known, greatly reverenced. The yew-tree itself was cut up for relics, and the fibres underneath the bark, of a long stringy nature, were palmed off upon the credulous as the maiden's hair. Hence, it is contended by some, "Halig-fax" = holy hair. Perhaps the most reasonable derivation is "holy ways," from the meeting of roads here, at a spot where a hermit's cell and pilgrims' chapel stood in the remote past.

Halifax is situated in the deep and narrow valley of the little river Hebble, and is almost overhung by bare, moorland hills. It is one of the chief clothing towns of Yorkshire, and ranks fourth in importance ; coming after Leeds, Bradford, and Huddersfield. Its specialty is worsted and woollen stuffs, but it has also numerous cotton-mills, and also manufactures all kinds of carpets : the carpet factory of Messrs. Crossley, at Dean Clough, employing 4600 hands.

The old parish church is one of the very few antiquities of the town. It is dedicated to St. John Baptist, and is chiefly Perpendicular, *c.* 1447, with a very fine tower of that period. A semi-crypt extends under the chancel. An imposing array of black oak Jacobean pews, with a gallery in same style, is a feature of the interior. The Perpendicular font has a tall wooden cover. The Perpendicular chancel-screen remains in part, and a good many of the miserere seats are left. Curious old almsbox, with effigy of a bedesman. Monument in south aisle to Robt. Ferrar, Bishop of St. David's, martyred at Carmarthen, 1555, for his Protestant opinions. He was a native of Halifax. The panels of the ceilings are painted with the armorial shields of the vicars of Halifax from 1274, with the badges of the Twelve Tribes of Israel, and with the arms of ancient Halifax families.

Cloth-making is an ancient industry at Halifax, and great care was exercised of old to prevent or punish the stealing of the fabrics made here ; "Halifax Gibbet Law" being a summary and ferocious process which procured the town a mention in the so-called "Thieves' Litany" :—

> "*From Hell, Hull, and Halifax,*
> *Good Lord, deliver us!*"

The thief caught in the act of stealing cloth, or any other property, to the value of thirteenpence-halfpenny, was tried, and if the trial took place on the chief market-day, he was beheaded at once. If before it, he was publicly exposed in the stocks on ordinary market-days, with the stolen goods tied to him, and executed on the chief market-day next following. The instrument of execution was a heavy axe running between a grooved

framework, fifteen feet high. This served as model for the Scottish "Maiden," which, in its turn, suggested the French guillotine. The original axe is at the Manor Court office, Wakefield. This engine of justice was abolished 1650, but the place of execution and the stone platform may yet be seen in the garden of a house in a court opening out of Gibbet Lane.

North Bridge is a feature of Halifax. It is a lofty viaduct of six arches, carrying one of the principal thoroughfares across a ravine-like hollow.

Hotels: White Swan; Old Cock. Motor repairs: Hardy & Collingwood (garage); Edgar Smith (garage).

Miles from Leeds		Miles from Liverpool	
	Huddersfield, 7 m.		(See p. 397.)
	Keighley, 12 m.		(See pp. 397-399.)
	Turn right.		Leaving Halifax across North Bridge, turn to right, up steep ascent of New Bank, whence again to right, and under Godley Bridge. Thence descent to Stump Cross.
	UP		
	Turn right.		
	DOWN		
16	Stump Cross. Fork of 3 roads, take middle.	59	Take middle road at fork of three.
	UP		
	Cross-roads, keep straight on. *Queensbury*, 2 m. *Brighouse*, 4 m.		
13½	Shelf.	61½	Here the Bradford electric trams begin.
11¼	Wibsey Bank-foot.	63¾	
	Fork of roads, keep right. *Bradford*, 2 m.		Keep right at fork of roads. (The present route avoids the centre of Bradford. If desired to proceed through the town, keep left at fork.)
9¾	Bierley.	65¼	
9¼	DUDLEY HILL.	65¾	

Miles from Leeds		Miles from Liverpool	
	Cross-roads, keep straight on.		
	Bradford, 1½ m.		(See pp. 377-380.)
	Wakefield, 11¾ m.		
	Keep right.		Keep right.
	Thornbury.		
	Junction Inn. Turn right. Junction of main road through Bradford.		Turn right at Junction inn, where the main, direct road from Bradford falls in.
7¾	Laisterdyke.	67¼	
			Steep descent into Stanningley.
5½	Stanningley. LEVEL CROSSING.	69½	
	Fork of roads, keep right.		Keep right at fork of roads, into Leeds.
4	Bramley.	71	
2	Armley.	73	Industrial suburb of Leeds. Here is Armley Gaol.
	Fork of roads, keep left. Cross the		Keep left at fork of roads, and cross Wellington Bridge, over railway, canal, and river Aire.
	Leeds and Liverpool Canal. Cross the		
	Aire. Fork of roads, keep right.		Keep right at fork of roads.
	LEEDS. (*Briggate*.)	75	(Described, pp. 403-405.)

Route 24. LIVERPOOL TO PRESTON

Miles from Preston		Miles from Liverpool	
31	LIVERPOOL. *Lancashire.* (*St. George's Hall.*)		Leaving Liverpool down William Brown Street, turn to right, into Byron Street (electric tramways), along the lamentable district of Scotland Road. At fork of roads past the Rotunda, keep to right, into the Kirkdale Road, and straight on, along the Walton and County Roads. General rise.
	UP †		
28¼	Walton.	2¾	In the churchyard is the tombstone over John Palmer, an actor, who died upon the stage of the theatre at Liverpool, 2nd August, 1798, during the performance of *The Stranger*, just as he had uttered the words :—

"*O God! O God!*
There is another and a better world."

He was in his fifty-seventh year. These last words appear upon the stone.

The chief public institution in Walton is the gaol.

	DOWN		Keep to left of the church, past the railway station, and Preston Road Station, road descending. (Right to Fazakerley.)
27¾	Fork of roads, keep left. *Fazakerley.* ☞	3¼	
26¼	Aintree.	4¾	Here is the great Liverpool Racecourse, on right. Liverpool electric tramways end.
25½	Cross the Canal.	5½	
25¼	Old Roan Halt Railway Station. Cross the Alt.	5¾	

Miles from Preston		Miles from Liverpool	
	Cross the Canal.		
23¼	Maghull.	7¾	The church, whose lofty spire is an exceedingly graceful example of sixteenth century work, was rebuilt in the reign of Henry VIII. by the rector, Anthony Molyneux. Numerous monuments of Molyneux and Blundell families. The stalls in chancel, together with the other carved woodwork in which the church is rich, are very fine. The pulpit bears, in gilt lettering, the inscription: "*He that covereth his sinne shall not prosper. But whoso confesseth and forsaketh them shall have mercie, happy is the man.* 1635."
22½	Fork of roads, keep right. *Lydiate*, 1 m.	8½	Keep right at fork of roads. Road rises. Lydiate Old Hall and chapel near by, with modern Roman Catholic church adjoining. The Hall, anciently seat of the Ireland family, and afterwards of the Andertons, dates from time of Henry VIII., and contains interesting old work, including a "priest's hole".
20¾	Aughton.	10¼	Passing the Southport waterworks, on right, Aughton is reached.

Church, with lofty spire, is sixteenth century, and later. Curiously inscribed brass, Richard Mosock, 1686:—

"*My Auncestors Have Been Interred Here Aboue* 385 *Yeares,*
This to Me By Auntient Evydnc. Appeares;
Whiche That All Maye Knowe, And None Doe Offer Wronge,
It Is Tenne Fotte and One Inch Broade and Foure Yeardes and a Halfe Longe.
Richard Mosock, 1686. *Amen.*
God sauve the King To the Greate Glorye of God."

Another brass, identical with the above, is in Ormskirk church. Monument to Rev. G. Vanburgh, sculptured by Westmacott.

Miles from Preston		Mile from Liverpool	
18½	Ormskirk.	12½	Pop. 7,407. "Ormskirk gingerbread nuts," an old delicacy, are still a product of the town, which has otherwise a rather wide celebrity for its church, whose two towers, one crested by a spire, are sufficiently remarkable features to attract the attention of the least observant stranger. The church, although greatly altered in the Perpendicular period, retains some Norman and Early English details. In the Derby chapel are monuments of the Stanleys of Knowsley, Earls of Derby. Effigy in Scarisbrick Chapel, James Scarisbrick, sixteenth century. The two towers at the west end, which form the prime singularity of the church, are traditionally said to have been built by two sisters, who could not agree upon the style; so that either built a tower to please herself. It is a legend met with in many different parts of England, to account for architectural singularities not readily to be explained, but is entirely fantastic and unfounded. The true explanation is considered to be that the great bell given by James Scarisbrick to Burscough Priory in 1497, brought hither on the dissolution of that house, and now hanging in the larger of the two towers, was found to be too large to hang in the only one tower which had existed up to that time; and that, therefore, the second was built to receive it.

Roughly paved roads and streets in Ormskirk.

	Lathom House, 3 m. ☞ *Warrington*, 20½ m. ☞ *Southport*, 🚂 8¼ m.		(See p. 90.)
16½	Burscough.	14½	Ruins of Burscough Priory, very meagre, one-half mile right.
	Burscough Bridge.		
15¼	Cross the Canal.	15¾	

Miles from Preston		Miles from Liverpool	
13	Rufford.	18	Picturesque old village at the gates of Rufford Park. The church was rebuilt, 1870. The font-cover is inscribed: NIΨON ANOMHMA MH MONAN OΨIN, *i.e.* "Cleanse your sin, and not your face only". Good example of monumental sculpture by Flaxman. Rufford Hall, seat of the Hesketh family, dates from 1798. The Old Hall is an interesting Elizabethan building.
10½	Sollom.	20½	
	Fork of roads, keep right.		Keep right at fork of roads.
9¾	☞ *Tarleton.*	21¼	Village is chiefly on left.
	Cross the		Cross, in immediate succession, the Leeds and Liverpool Canal, and the river Douglas.
	Leeds and Liverpool Canal.		
	Cross the		
	Douglas.		
7¾	Much Hoole.	23¼	
	WALMER		Hamlet, with wayside inn.
6¾	BRIDGE.	24¼	
	Cross a		
	stream.		
5	Longton Bridge Railway Station. Turn right.	26	Turn sharp to right, after passing Longton Bridge railway station.
4¾	Longton.	26¼	Long-drawn village.
4¼	Fork of roads, keep left. *Bamber Bridge,* 5¼ m. ☞	26¾	At fork of roads, in Longton, keep left. (Right to Bamber Bridge, five and a quarter miles.)
3½	Hutton.	27½	
1¼	Penwortham.	29¾	
			Descending Penwortham Hill, keep left to the bridge, and cross-

Miles from Preston		Miles from Liverpool	
	Cross the Ribble.		ing river Ribble, turn left, up Broadgate and Fishergate.
	PRESTON. (*Town Hall.*)	31	(Described, p. 55.)

Route 25. WARRINGTON TO PRESTON

[*This route, although circuitous and nineteen miles longer, is really quicker, and is, beyond all comparison, better than the direct road, Route* 9, *pp.* 30-33.]

Miles from Preston		Miles from Warrington	
48	WARRINGTON. *Lancashire.* (*Marketgate.*)		Warrington to Prescot, as pp. 82-83.
30	Prescot.	18	
29¼	Fork of roads, keep right.	18¾	Keep right at fork of roads.
28½	*Knowsley Hall.*	19½	Knowsley Hall, seat of the Earl of Derby, stands in a great park, two and a half miles across, in either direction. The lodge-gates and encompassing walls are prominent features. Upon the Liverpool Lodge is the mediæval-sounding inscription, "Bring good news, and knock boldly". The Stanleys, Earls of Derby, acquired Knowsley in the fourteenth century, by the marriage of Sir John Stanley with the daughter and heiress of Sir Thos. Lathom. The vast wealth of the Earls of Derby derives largely from the Knowsley estates, comprising a good deal of Liverpool. The Hall is a mansion of various periods, the chief part, dating from early in the eighteenth century, being the work of the 10th Earl. The present holder of the title is the 17th Earl. The park is well wooded, and has an extensive lake known as the "White Man's Dam," and is stocked with deer.
26½	Knowsley.	21½	Village, with modern church, containing the more recent monuments of the Earls of Derby, who were formerly buried at Ormskirk.
	Fork of roads, keep left.		Keep to left at fork of roads past the church.

Miles from Preston		Miles from Warrington	
24	Fork of roads, keep right. *Liverpool*, ☜ 6½ m.	24	Keep to right at fork of roads. (Left to Liverpool, six and a half miles.)
23	Kirkby.	25	Keep left at Powder Works fork
20¾	Powder Works. Fork of roads, keep left. Fork of roads, keep right.	27¼	of roads, aud shortly after, passing under railway, keep right at fork
20½	Aughton.	27½	
18½	Ormskirk.	29½	Ormskirk to Preston, as pp.
	PRESTON.	48	113-115.

Route 26. LIVERPOOL TO SOUTHPORT

[*The better way is by Ormskirk and Scarisbrick, p.* 90.]

Miles from Southport		Miles from Liverpool	
21	LIVERPOOL. *Lancashire. St. George's Hall.*)		Leaving St. George's Hall, and descending William Brown Street, turn to right into Byrom Street, and straight on along the Scotland Road and Stanley Road, through Bootle.
18	Bootle.	3	Pop. 69,881. Bootle is a separate municipality, although not distinguishable from Liverpool. Straight ahead through Bootle (electric trams and stone setts).
	☜ *Seaforth.*		Seaforth, Waterloo, and Blundell Sands afford some modified seaside pleasures.
15½	Waterloo.	5½	Electric tram terminus. The route now continues through an absolutely flat country all the way to Southport. The surroundings are the very negation of scenery, being featureless and dispiriting, and the roads are indifferent to bad.
14¼	Great Crosby.	6¾	
13	Little Crosby.	8	

Miles from Southport		Miles from Liverpool	
	Keep right. Keep left. "Blundell		Keep to right and then left, through Little Crosby.
11½	Arms" inn. Keep left. ALT BRIDGE. Cross the Alt.	9½	
8½	Little Altcar.	12½	
8	Formby.	13	The old village of Formby is developing on the left, towards Formby Point, as "Formby-on-Sea".
	Great Altcar, 1½ m.		Great Altcar is a place of considerable sporting note, being the scene of the coursing meeting and competition for the Waterloo Cup.
7	Freshfield.	14	
4	Ainsdale.	17	Modern seaside developments.
1½	Birkdale.	19½	Now a suburb of Southport, but in existence long before Southport was even a name. (Electric trams begin.)
	SOUTHPORT.	21	Pop. 51,650. Modern seaside resort, seated upon the widespreading sands which form the chief feature of the Lancashire coast.

There was not a single house upon this site until Wm. Sutton, in 1792, built the house afterwards known as the "Original Hotel," in Duke Street. He opened it as a refreshment house for seaside bathers—the sea at that period having just been discovered for bathing purposes—and every evening locked it up, and walked back the two miles or so to Churchtown, where he kept a humble inn. His venture prospered moderately until the Duke of York's chance stay in the house when inspecting this then solitary seaboard with a view to coast-defence against a feared landing of the French, gave an advertisement to the spot. Sutton, who lived until 1840, saw some considerable developments, and by 1846 the population of these sandhills, hitherto inhabited only by rabbits, numbered 3,912.

Southport styles itself "Sunny Southport," but it does rain at times. It is less of a popular resort than Blackpool, although

offering many attractions for the tourist, and has a large and wealthy residential population. Lord Street, over a mile long, and more than 60 feet wide, with fine avenues, is a stately street, challenging the supremacy of Princes Street, Edinburgh. The hotels, winter-gardens, theatres, and other places of public resort and amusement are numerous, and in the first rank. The visitor to Southport who has heard that it is situated upon the sea naturally wishes to see it. But the sea is retreating, and has gone a considerable distance out. The best way to come in contact with the ocean's marge is to take the twopenny electric tramcar along the immensely lengthy pier. So far has the water retreated from the sands that "marine lakes" have been dug upon them, offering boating and bathing facilities for those who have not the time or the energy to seek the waterside. A peculiar amusement on Southport's firm and level sands is the "sand-yachting": boats mounted on wheels scudding along with sails fully set, and providing all the pleasures of sailing, without the odious penalty of sea-sickness.

Hotels: Prince of Wales (garage); Victoria (garage); Palace.

Route 27. PRESTON TO BLACKBURN, BURNLEY AND SKIPTON

[*This is an atrociously ugly and densely-populated route for twenty-seven of the thirty-nine miles, a nightmare of setts, squalor and electric tramways.*]

Miles from Skipton		Miles from Preston	
39	PRESTON. *Lancashire.* (*Town Hall.*)		Leaving Preston in eastward direction, down Church Street, and thence to right, and then first turn to left (electric tramways), proceed to Cemetery road, falling steeply to Ribble Bridge.
37	Brockholes Bridge. Cross the	2	
	Ribble.		
			Road rises, and goes gently undulating; a fine broad highway.
35½	"Five Barred Gate" inn. Fork of roads, keep right.	3½	Keep right at fork of roads at "Five Barred Gate" inn. (Left to Clitheroe, thirteen and a quarter miles, see pp. 126-127.)

Miles from Skipton		Miles from Preston	
	Clitheroe, 13¼ m.		
	"Halfway		
34½	House" inn.	4½	
34	Samlesbury Old Hall.	5	The Old Hall is screened from observation by a fringe of shrubbery on left. It is a typical black and white timbered old Lancashire mansion, with a not very convincing story of ancient hauntings.
	UP		
31	Billinge End.	8	Blackburn electric tramways begin.
	DOWN		Sharp descent to Blackburn.
30	BLACKBURN. (*Town Hall.*)	9	Pop. 133,064. The olden beauty of the hilly scenery, amidst which Blackburn is placed, has now become obscured by the enormous growth of the town. Cotton-spinning and the manufacture of calicoes have created the wealth and expansion of Blackburn. Public parks and well-tended gardens have replaced the open country.
	Clitheroe, 10¾ m.		
	Bolton, 13 m.		(See pp. 133-134.)
	Chorley, 10½ m.		
			Leaving Blackburn, turn to left past Town Hall, and then right, into Victoria Street and Church Street; and thence, turning left, ascending incline of Salford. Then proceed with the electric trams up Eanam and Higher Eanam, to Bottomgate and Fur-

Miles from Skipton		Miles from Preston	
28½	FECIT BROW. Fork of roads, keep left. *Haslingden.* 8 m.	10½	thergate. Here, at "Wellington" inn, turn right, and then, passing Fecit Brow, keep left. (Right to Haslingden, eight miles.) Electric tramways continue, and run through to Colne.
27	Church.	12	
25	Accrington. *Manchester,* 20½ m. *Clitheroe,* 9 m.	14	Pop. 43,095. Town of factories for production of textile fabrics. (See pp. 90-92.)
18¾	Burnley. (*Bull Hotel.*) *Rochdale,* 14 m. *Whalley,* 7½ m.	20¼	Pop. 106,337, Formerly "Brunlea"; named from the meadow where the Calder and the Brun joined. The town has doubled its population in the last forty years, and is one amid the long chain of industrial communities upon the present route. It has nothing of interest. (See pp. 94-95.)
15½	Brierfield.	23½	
14¼	Nelson. *Gisburn,* 8½ m. UP†	24¾	Pop. 34,000. There is nothing heroic in Nelson, to fit the place-name. It is a cotton-spinning town, scarcely to be distinguished from the neighbouring agglomerations of mean streets.
12	Colne.	27	Pop. 25,689. Modern factory developments have made Colne a populous place. Colne had the peculiar distinction in late years of sending to Parliament one Victor Grayson, a Socialist, who publicly recommended

"broken bottles for the police"; a suggestion latterly acted upon in various parts of the country.

The old church stands in the main street, on the left hand. In the churchyard, under a shelter, note the old stocks, mounted on wheels. It seems a pity they cannot again be brought into use for the benefit of the intemperate in speech and action.

Electric trams soon end, after leaving Colne.

Miles from Skipton		Miles from Preston	
	Fork of roads, keep left. *Glusburn*, 7 m.		Keep left at fork of roads. (Right to Glusburn, seven miles, see Route 28.)
			Road now leaves the long trail of squalid manufacturing districts.
10	Fouldridge.	29	
	Enter Yorkshire.		
9	Kelbrook.	30	
	LEVEL CROSSING.		
			Steep rise to Thornton.
6	Thornton.	33	
	Cross the		
	Aire.		
	SKIPTON.	39	(Described, pp. 383-384.)

ROUTE 28. COLNE TO GLUSBURN AND KEIGHLEY

Miles from Keighley		Miles from Colne	
12	COLNE. *Lancashire.*		Proceeding in eastward direction from Colne, along Market Street,
11½	Fork of roads. Bear left.	½	avoid right turn at fork (which goes by a very bad road, to Haworth).
10	LANESHAW BRIDGE.	2	Road goes undulating, chiefly down, over long swooping hill-

Miles from Keighley		Miles from Colne	
	DOWN		sides. Pleasant, sparsely-settled country.
	Enter Yorkshire.		
	DOWN		
7¼	Ickornshaw.	4¾	
	DOWN		
5	Glusburn.	7	
4	Cross-roads, keep right. *Skipton,* 5 m.	8	Keep right at cross-roads. (Left to Skipton, five miles).
	KEIGHLEY.	12	(Described, p. 382.)

Route 29. PRESTON TO BLACKPOOL

[*Route* 30, *through Kirkham, is the better way.*]

Miles from Blackpool		Miles from Preston	
20½	PRESTON. *Lancashire.* (*Town Hall.*)		Leaving Preston by Fishergate and Friargate, to Fylde Street and Fylde Road, road descending, ascend Tulketh Road.
	DOWN & UP		
18½	Ashton-on-Ribble.	2	
	Fork of roads, keep left.		Keep left at fork of roads.
17½	"Plough" inn. Cross-roads, keep left. *Blackpool, by Kirkham.* 13¾ m.	3	Keep left at cross-roads. (Right to Blackpool, by Kirkham, thirteen and three-quarter miles, see p. 123.)
15½	Lea Bridge. Cross a	5	Here, and at the succeeding toll-gates across Freckleton Marsh, a toll was until recently payable. It is understood that these payments have now been abolished.
	stream. Fork of roads, keep left.		Keep to left after passing Lea Bridge, and cross the marsh, across

Miles from Blackpool		Miles from Preston	
			which the road is frequently in a very rough condition.
13¼	Freckleton.	7¼	Village with barbaric cobble-stoned roads.
12	Warton.	8½	
8	Lytham.	12½	Lytham is a quiet seaside place, on the Ribble estuary.
7	Ansdell.	13½	
5	St. Anne's-on-Sea.	15½	Modern seaside resort.
1¾	South Shore Railway Station.	18¾	
	BLACKPOOL.	20½	(Described below.)

Route 30. PRESTON TO BLACKPOOL, BY KIRKHAM

Miles from Blackpool		Miles from Preston	
16¾	PRESTON. *Lancashire.* (*Town Hall.*)		Leaving Preston by Fishergate, road descends Friargate to Fylde Street and Fylde Road, and ascends Tulketh Road.
14¾	Ashton-on-Ribble.	2	
	Fork of roads, keep left.		Keep left at fork of roads.
13¾	"Plough" inn. Cross-roads, keep right. *Blackpool, by St. Anne's-on-Sea,* 17½ m.	3	Keep right at cross-roads. (Left to Blackpool by St. Anne's-on-Sea, seventeen and a half miles, see above: Route 29.)
11¼	Clifton.	5½	
10½	Cross-roads, keep straight on.	6¼	Keep straight on, over cross-roads.
7½	Kirkham.	9¼	Flax and cotton-spinning mills.
5½	Westby.	11¼	
2½	Little Morton.	14¼	
	BLACKPOOL.	16¾	Pop. 58,376. Blackpool dates from about one hundred years ago, when it arose as a collection of

bathing-houses along the sea-shore, and was christened "Blackpool" from the discoloured, peaty pools of water that were scattered along the flat margin of the sea, where the salt marshes adjoined the sands. It is rather surprising that the place survived so ill-sounding a name, but it easily did so, and nowadays the town is too securely established to think of, or need, another. It is by far the most popular and democratic of English seaside resorts. Exclusiveness is not dreamt of here, and pleasure-making and dancing in public and by wholesale are its peculiar features. Blackpool was the first town in England to obtain Parliamentary powers for establishing a rate for advertising its attractions, which it does extensively at home and abroad. It levies 2d. in the pound for this purpose, and has found the idea a paying one. The chief patrons of Blackpool are the Lancashire and Yorkshire operatives, who come in hundreds of thousands for their fortnight's holiday. "Going away" clubs exist in great numbers, into which members pay weekly through the year; drawing out the amount for their holiday, and then strenuously going through the round of Blackpool's pleasures until the fortnight and the money—and possibly the holiday-maker also—are exhausted.

For one makes holiday with great energy at Blackpool: the enterprising showmen who manage the town see to that. There is an Eiffel Tower, 600 feet high, to see, and explore; a Great Wheel to adventure upon; switch-backs and water-chutes, and a dozen more ingenious things of that sort. The Empress Ballroom, and others of the kind, are the most luxurious imaginable; and the Winter Gardens, the Zoological Gardens, theatres and concert-halls, and so forth are not only unsurpassed, but unapproached elsewhere.

Hotels: Metropole; Clifton; Imperial Hydro; Queen's Hydro. Motor repairs: Premier Garage, Bolton Street.

Route 31. BLACKPOOL TO GARSTANG

Miles from Garstang		Miles from Blackpool	
17½	BLACKPOOL. *Lancashire.* Fork of roads, keep left.		Leaving Blackpool by Talbot Road, keep to left after passing the cemetery, and then to right at "Windmill" inn. The road runs, with many twists and turns, through the Fylde district, a flat expanse between the Ribble and Morecambe Bay.
15½	"Windmill" inn. Fork of roads, keep right.	2	

Miles from Garstang		Miles from Blackpool	
13½	Poulton-le-Fylde.	4	Locally "Pooton". Old market-town, somewhat reduced from olden times, and now overshadowed by the near neighbourhood of Blackpool. It was, and to a certain extent is still, the capital of the Fylde district. Here curfew is still rung during the winter months. The market-place contains an odd group of curios, including, besides a jubilee lamp-post, a market-cross, an ancient stone slab, a pair of stocks, and an old whipping-post.
	Keep left.		Leaving Poulton, keep left
	Keep right.		through Market Place, and then
	Keep left.		right.
	LEVEL CROSSING.		Then keep again left, over level-crossing at railway station.
8½	Great Eccleston.	9	
5½	St. Michael's-on-Wyre.	12	
	Fork of roads, keep left.		Keep left at fork of roads, and cross river Wyre.
	SHARD BRIDGE.		Toll-bridge. Cars, 3d. Pas-
	Cross the		sengers, 1d. each, extra.
	Wyre.		
	Fork of roads, keep right.		Keep right at fork of roads, leaving St. Michael's.
3	Churchtown.	14½	
	Fork of roads, keep right.		Keep right at fork of roads, and then left.
	Keep left.		
	GARSTANG.	17½	(Described, p. 56.)

ROUTE 32. PRESTON TO CLITHEROE AND SKIPTON

Miles from Skipton		Miles from Preston	
34	PRESTON. *Lancashire.* (*Town Hall.*)		Preston to fork of roads at "Five Barred Gate" inn, as p. 118.

Miles from Skipton		Miles from Preston	
30	"Five-Barred Gate" inn.	4	
	Fork of roads, keep left. *Blackburn*, 5½ m. ☞		Keep left at fork of roads. (Straight on to Blackburn, five and a half miles, see p. 119.)
28½	Myerscough Inn.	5½	
27½	Mellor Brook.	6½	Shabby village. Bear left at DANGEROUS cross-roads, road descending and rising sharply. The scenery, hitherto tame and bald, now gradually improves.
	D Cross-roads, bear left.		
24½	Parkgate Inn.	9½	
22½	Langho Railway Station.	11½	
	Cross the		Steep falls into Whalley, crossing river Calder.
	D Calder.		DANGEROUS turn over bridge at foot of the hill.
21	Whalley.	13	Here was formerly situated the great Cistercian Abbey of Whalley, founded in the twelfth century, and dissolved in reign of Henry VIII. The last Abbot, John Paslew, was implicated in the rebellion called the Pilgrimage of Grace. He raised a force, and, calling himself the Earl of Poverty, set out to compel the King into other courses with the monasteries ; but was taken and hanged, 12th March, 1537. The Abbots of Sawley, Fountains, and Jervaulx met the like fate. The parish church, placed adjoining the site, is Decorated and Perpendicular, and contains some quaint and curious old carved miserere seats from the Abbey. One represents a woman beating her husband with a ladle ; another shows a man shoeing a goose. Some of the old pews are enclosed in beautifully carved screen-work, and are called "cages". These were originally parclose-screens. The rood screen, and the very fine and elaborate oak roof, are also worth notice. There are numerous other details, which render the church one of the most interesting in Lancashire.

Miles from Skipton		Miles from Preston	
	Accrington, 5¼ m.		
	Burnley, 7½ m.		
	UP†		Easy rise from Whalley.
	UP†		Rise into Clitheroe.
17¼	Clitheroe.	16¾	The ancient castle of Clitheroe, situated upon a lofty limestone crag, looking down upon the valley of the Ribble, was dismantled in the seventeenth century. The keep still crests the hill, and forms a romantic picture in the landscape. Clitheroe is overlooked by Pendle Hill, rising to 1831 feet. An old local rhyme says :—

> "*Ingleborough, Pendle Hill, and Penyghent,*
> *Are the highest hills between Scotland and Trent.*"

It forms a bold and interesting outline in the landscape.

Clitheroe church contains a curious brass to Dr. Webster, 1677 ; author of the "*Discoverie of Witchcraft*".

	Lancaster, 27 m.		
	UP&DOWN		Road rises from Chatburn railway station, and then descends somewhat steeply.
15¼	Chatburn.	18¾	
	UP†		Road rises out of Chatburn. Keep left at fork, past the church. The road then goes pleasantly, drawing gradually nearer to the river Ribble at Sawley.
	Gradient 1 in 9.		
	Fork of roads, keep left.		
	Enter Yorkshire.		
13	Sawley.	21	Picturesquely situated village in Ribblesdale. The place-name derives from the Anglo-Saxon words, "sâl" and "lea," and means "willow-field". Here are the scanty ruins of Sawley Abbey, a quiet minor Cistercian house. The last Abbot, Wm. Trafford, was concerned in the treasonable "Pilgrimage of Grace," 1537, and was hanged therefor.

Miles from Skipton		Miles from Preston	
			A picturesque old bridge here spans the Ribble. Two masonry arches, formerly part of the Abbey, span a side road; and numerous ancient dated and sculptured stones are found, curiously built into modern farm out-houses.
	Fork of roads, keep right. *Settle*, 13 m.		Keep right at fork, road rising steeply out of Sawley. (Left to Settle, thirteen miles.)
10	Gisburne.	24	Pleasant village in Ribblesdale. Church is Decorated and Perpendicular. Gisburne Park is a very delightful demesne through which the Ribble runs, amid picturesque scenes. This is the seat of Lord Ribblesdale. The "Ribblesdale Arms" is an old house bearing a tablet dated 1635.
	Nelson, 8½ m. *Long Preston*, 7½ m. Cross the Stock Beck.		(See p. 129.)
			Steep rises, followed by a decline; then long rise to West Marton. Gledstone Park is on left.
5½	West Marton.	28½	
			Lengthy incline and descent.
4½	East Marton. Cross the Canal.	29½	
			Steep descent.

Miles from Skipton		Miles from Preston	
2½	*Broughton.*	31½	Road passes Broughton Hall and park on right. Village is on left.
	SKIPTON.	34	(Described, pp. 383-384.)

Route 33. NELSON TO LONG PRESTON

Miles from Long Preston		Miles from Nelson	
15¾	NELSON. *Lancashire.*		(Described, p. 120.)
14	Barrowford. *Enter Yorkshire.*	1¾	
7¼	Gisburne. *Clitheroe,* 7¼ m. *Skipton,* 10 m.	8½	(Described, p. 128.) (See pp. 127-128.)
	Turn left. D DOWN *Gradient* 1 in 10. Cross the Stock Beck. UP		The road at Gisburne enters the pleasant district of Ribblesdale. Turning left by the church, road descends sharply and crosses the Stock Beck; and thence proceeds, rising easily, parallel with the Ribble, past Newsholme.
5¼	Newsholme Railway Station. DOWN & UP	10½	Sharp descent and rise.
3¼	*Swinden.* DOWN	12½	Lengthy descent. The wooded park on left is that of Halton.
	LONG PRESTON.	15¾	

Route 34. LANCASTER TO WHALLEY. (THE "TROUGH OF BOWLAND")

[*In spite of its severe gradients and the gates across the road, this is a fine and interesting route, worth taking.*]

Miles from Whalley		Miles from Lancaster	
27½	LANCASTER. *Lancashire.* (*Town Hall.*) 		Leaving the town along Market Street, and thence to right, and then left, along Brock Street, ascend East Road; turning to right past Grammar School, and,
26½	Golgotha. D *Gradients* 1 in 8.	1	still rising, past the Williamson Park to Golgotha. Here, inclining left, road descends smartly and then rises, followed by another steep descent (dangerous), and rise.
	D *Gradients* 1 in 8.		
25	Quernmore. D *Gradients* 1 in 7.	2½	
23¼	D Gate across Road. 	4¼	Gate across road.
22½	Lee. (*Watch Tower.*) Keep left. *Abbeystead.* ☞	5	
	D *Gradient* 1 in 8. Gate across Road.		Lengthy descent, dangerous; with gate across road.
	D		
20½	Lower Lee. Keep left. 	7	Keep left at School; road then rising incline.
17¼	Trough of Bowland.	10¼	The moorland pass, known as the "Trough of Bowland," from

Miles from Whalley		Miles from Lancaster	
	Gradients 1 in 7.		the lofty limestone heights, called the "Forest of Bowland," on left is a bleak, solitary road running in between the folds of the grim treeless hills that stretch on either side of the Lancashire and Yorkshire boundary, and form the watershed of the rivers Ribble and Lune. The so-called "Trough" is three miles long, pretty evenly divided between a moderate rise and similar fall. "Whin's Brow," a sullen fell on the left, rises to 1550 feet, and Hawthornthwaite Fell on right, to 1568 feet. The surface of road is inferior, but distinctly improved of late years.
	Enter Yorkshire.		
14½	Sykes.	13	Sykes is merely a hamlet, of a farm and a cottage or two.
	D *Gradients* 1 in 10. GATE ACROSS ROAD. GATE ACROSS ROAD. D *Gradient* 1 in 10.		
12	St. Hubert's Chapel. Fork of roads, keep right. *Slaidburn*, 4½ m.	15½	Keep right, past St. Hubert's Chapel. (Left to Slaidburn, four and a half miles.) Secluded village in the so-called "Forest of Bowland," which is, in general, a treeless district of bare limestone fells. Slaidburn, however, is prettily situated beside the rushing stream of the river Hodder, below the bleaker heights. Church is Perpendicular, with fine Jacobean chancel-screen.

Miles from Whalley		Miles from Lancaster	
	Cross the Hodder.		
10	Whitewell. (*Victoria Hotel.*) Fork of roads, keep left. *Gradients* 1 in 9.	17½	Keep left at fork of roads, road rising long steep winding hill, and then descending easily.
7¾	Browsholme Hall Lodge Gates. Fork of roads, keep left.	19¾	Crossing the Roman road, keep left at a wayside smithy, and then at fork of roads opposite Browsholme Lodge gates, keep left. Browsholme Hall was built in reign of Henry VII.
6	Bashall Eaves. Fork of roads, keep right. *Clitheroe*, 4 m.	21½	Passing the "Red Pump" inn, keep on to Bashall Eaves. Keep right at fork of roads. (Left to Clitheroe, four miles.) The white limestone crag of Clitheroe, crested by the ruins of its ancient castle, is conspicuous ahead.
4	Great Mitton.	23½	Church is a quaint structure, of several architectural periods. The floors of the building are below the outside level, and one descends markedly into it, and again from nave down into chancel, by three steps. Beside the Perpendicular choir-screen and the odd open roof, there are interesting monuments in the Shirburn chapel, north of chancel; including altar-tomb, with effigies, Sir Richard Sherburne, "master forrester of ye forrest of Bowland," 1594, and his wife, Maude, 1588; Richard Shirburne, 1690; altar-tomb, with effigy, Richard Shirburne, 1689, a Royalist "in Prison for Loyalty to his Sovereign"; altar-tomb, with effigy, Richard Sherburne, 1667, "an Eminent Sufferer for his Loyal Fidelity to King Charles the I. of ever Blessed Memory," etc.

Miles from Whalley		Miles from Lancaster	
	Cross the Ribble. *Enter Lancashire.*		
	WHALLEY	27½	(Described, p. 126.)

Route 35. BOLTON TO BLACKBURN

Miles from Blackburn		Miles from Bolton	
13	BOLTON. *Lancashire* (*Deansgate.*) Fork of roads, keep right. *Halliwell*, ☜ 2 m		Leaving Bolton from Deansgate, keep left, down Bridge Street, and up Upper Bridge Street, and then to right at fork of roads (electric tramways, which now extend nearly all the way to Blackburn).
12¼	*Smithills Hall*, ☜ 1½ m.	¾	Smithills Hall stands within its own grounds, on a rising road paved with setts, and leading in rather grim fashion, straight ahead to nowhere in particular; the sullen-looking Smithills Moor closing in the view. The Hall is famous for the "Bloody Footprint," a relic of the persecuting times of 1555, when the Rev. George Moore, of Deane, was burnt by the Roman Catholics. He was brought before Sir Roger Barton here, and remanded in custody. The martyr's footprint is protected by an iron grating, which, when lifted, discloses a flagstone distinctly showing a reddish-brown stain.
11¾	ASTLEY BRIDGE. Cross the Tonge.	1¼	

Miles from Blackburn		Miles from Bolton	
10¾	Dunscar.	2¼	
9½	Egerton.	3½	
6½	Bull Hill.	6½	
4	Darwen.	9	Pop. 39,000. Modern industrial town.
	BLACKBURN.	13	(Described, p. 119.)

Route 36. CARNFORTH TO LEVENS BRIDGE, GRANGE-OVER-SANDS AND GREENODD

Miles from Greenodd		Miles from Carnforth	
31¼	CARNFORTH. *Lancashire.*		Carnforth to Levens Bridge, as p. 138.)
21¼	Levens Bridge. *Westmoreland.*	10	
20	Gilpin Bridge.	11¼	Thence to Gilpin Bridge, as p. 138.
	Fork of roads, keep left.		Keep left at fork of roads.
16	Cross the Winster. *Enter Lancashire.*	15¼	Crossing the river Winster, we enter the curiously detached part of Lancashire.
15	Lindale-in-Cartmel.	16¼	
	Fork of roads, keep left. *Newby Bridge, 5¼ m.*		Keep left at fork of roads in Lindale village. (Right to Newby Bridge, five and a quarter miles, see p. 140.)
			Easy descent to Grange.
13	Grange-over-Sands.	18¼	Seaside resort, upon the sandy estuary of the river Kent, looking

Miles from Greenodd | Miles from Carnforth

Cartmel, 2 m. ☞

southward, across Morecambe Bay. It was originally a grange of Cartmel Priory.

A picturesque object opposite Grange is Holme Island, which is a private property connected with the shore by a causeway.

Cartmel is the chief centre of interest in this outlying district of Lancashire. The name appears to be really "Kirkmell". Here an establishment of Augustinian Canons was seated from the twelfth century, and the existing Priory Church, now that of the parish, is largely a relic of that period. The earliest architectural features date from about 1188, and, therefore, exhibit the Transitional Norman style. The nave is, however, Perpendicular; having been rebuilt in the fifteenth century. The chief, and very striking, feature of the exterior is the massive Transitional Norman central tower. The choir and transepts, of the same period, are also exceptionally fine and stately, but the early east window was replaced by the present great Perpendicular window in the fifteenth century. The choir, unroofed and exposed to the ravages of the weather after the dissolution of the Priory in 1537, was restored by George Preston, of Holker, *c.* 1618. The miserere seats, of the fifteenth century, are delightfully enriched with carvings, representing, among other things, a mermaid, a hedgehog, and an elephant-and-castle.

Here is the finely-sculptured fourteenth century tomb of one of the Harringtons.

In the vestry is a "Vinegar" Bible, together with an old collection of books from Holker Hall. The quaint old umbrella, considerably more than 200 years old, was provided for sheltering the clergyman at funerals. In the north aisle is the monument to Lord Frederick Cavendish, murdered in Phœnix Park, Dublin, 1881.

The old Priory gateway is in the village.

Fork of roads, keep left.

Cross-roads, keep right.

Resuming the main route, keep left at fork of roads in leaving Grange-over-Sands, road rising sharply to cross-roads, where keep right.

Miles from Greenodd		Miles from Carnforth	
	Keep left.		Keep to left, approaching Allithwaite.
11	Allithwaite.	20¼	Steep and sudden descent, with sharp bend, followed by short rise and a further steep drop.
	D		
9½	Flookburgh.	21¾	Fishing village. Enormous quantities of cockles are gathered off these shores, together with "flukes"; a fish which, perhaps, gave the place its name. They are otherwise known as "flounders".
	Cross-roads, keep right.		At cross-roads by Flookburgh church, keep right.
9	Cark.	22¼	Fishing village. Chapel Island, off the shore, was formerly the site of an oratory in which the monks of Furness Abbey daily prayed for the safety of travellers crossing the Leven Sands.
	Cross a *stream.*		Crossing a stream, keep left at fork of roads. (Right to Cartmel, two miles.)
	Fork of roads, keep left. *Cartmel*, 2 m. ☞		
8½	Holker.	22¾	Here is Holker Hall, a seat of the Duke of Devonshire, in its park on the left.
3¾	Low Wood Bridge. Cross the Leven.	27½	Crossing the Leven, past the Low Wood Hotel, keep immediately to left, and passing under the railway, keep to left at cross-roads.
	Fork of roads, keep left.		
3	Haverthwaite. Cross-roads, keep left.	28¼	The scenery is here of a charming description. At Haverthwaite are old-established gunpowder works.
	GREENODD	31¼	

Route 37. CARNFORTH TO KENDAL, BY MILNTHORPE

Miles from Kendal		Miles from Carnforth	
15¼	CARNFORTH. *Lancashire.*		
13¾	Fork of roads, keep left. *Burton-in-Kendal,* 2½ m. *Enter Westmoreland.*	1½	Keep left at fork of roads, one and a half miles out of Carnforth. (Right to Burton-in-Kendal, two and a half miles, see p. 58.)
9¼	Beetham.	6	
7½	Milnthorpe.	7¾	The village forms a charming scene; the old cross, now surmounted by a ball, standing on its three steps in midst of the village street, composing a pretty picture with the church.
			Long rise from Milnthorpe, with easy descent to, and through,
6½	Heversham.	9	Heversham.
5¼	Levens Bridge.	10	Pretty scene on the river Kent. Here is Levens Hall, a picturesque, ancient, and romantic mansion, with very famous gardens, rich in clipped box and yew-trees. They date back to the seventeenth century, and are well-known to display the finest topiary work in England. The clipped trees represent animal and bird forms, with other fantastic devices. These delightful gardens are courteously thrown open to inspection on Thursdays, by Colonel Bagot.
	Cross the Kent.		Levens Hall originated in a fortified tower, built here in the twelfth century, by the Redman family; but the existing mansion was built, *c.* 1585, by Sir James Bellingham. A deer-park surrounds the mansion and gardens.
	KENDAL.	15¼	(Described, p. 58.)

Route 38. CARNFORTH TO LEVENS BRIDGE AND BOWNESS (WINDERMERE)

Miles from Windermere		Miles from Carnforth	
20½	CARNFORTH. *Lancashire.*		
19	Fork of roads, keep left. *Burton-in-Kendal,* 2½ m. ☞	1½	Keep left at fork of roads, one and a half miles out of Carnforth. (Right to Burton-in-Kendal, two and a half miles, see p. 58.)
			Road rises easily.
14½	Beetham.	6	Church is Norman and Early English, with a tower reputedly Saxon. Monuments : Sir Robert Myddleton and wife, with effigies. The font, encased in wood, is dated 1636. Beetham Hall, now a farm house, is a most interesting fourteenth and seventeenth century building. The remarkable wooded ravine near the village, called the "Fairy Steps," is a great source of attraction to local holiday folk.
12¾	Milnthorpe.	7¾	
11½	Heversham.	9	
10½	Levens Bridge. Cross the Kent. *Enter Westmoreland.*	10	Crossing the bridge, keep immediately to left. (Right—or straight on—to Kendal, five and a half miles, see p. 137.)
10	Fork of roads, keep left. *Levens.* ☞ *Kendal,* 5½ m. ☞	10½	Levens village on right.
9	Gilpin Bridge. Cross the Gilpin.	11½	

Miles from Windermere		Miles from Carnforth	
	Fork of roads, keep right. *Lindale-in-Cartmel*, 5 m.		Crossing the Gilpin, keep immediately to right. (Left to Lindale-in-Cartmel, five miles, see p. 134.)
8½	Fork of roads, keep right.	12	Keep right at fork of roads. Road now closely follows the course of the river Gilpin, which runs on right.
6¾	Whitebeck.	13¾	Wayside cottages.
4½	Junction of Kendal and Newby Bridge road. Turn left.	16	At junction of roads, keep left.
4¼	Fork of roads, keep right. *Newby Bridge*, 5½ m.	16¼	Keep right at fork of roads. (Left to Newby Bridge, five and a half miles : a route full of heavy gradients, and with poor surface.)
2¾	Winster.	17¾	Church is a small Early English building.
			The road descends over the hill called Barber Knott, and goes easily into Bowness, past Storrs Park.
	BOWNESS. (*Windermere.*)	20½	Bowness is the original village upon Windermere ; the modern Windermere town having sprung up round the railway station, one

and a quarter miles north, away from the lakeside. The pleasant little town stands upon Bowness Bay, an inlet deeply recessed in the shores opposite Belle Isle. Here the fishing, boating, and yachting delights of Windermere are best approached. The parish church of Bowness is generally referred to in these times of changed local conditions as that of "Windermere". It is a particularly interesting building, and is of fifteenth century, Perpendicular, architecture, of a rude type, with clerestory. The chancel was, however, added in 1870. The east window is filled with a medley of ancient stained glass, of periods from the thirteenth to fifteenth centuries, supposed to have come from Cartmel Priory, one of the lights being inscribed, "Jno Plo, P'or of Kyrkmell" ; the Prior, surrounded by his monks, being represented in another. The interior of the church is decorated with texts rendered in

curious old spelling, discovered in 1870. Monuments, including mural tablet by Flaxman, to Bishop Richard Watson, of Llandaff, died 1816. Tablet to Robert Philipson, 1631.

Under an arch in the south aisle is a long Latin inscription, rejoicing in the failure of the Gunpowder Plot of 1605. It was placed here by Christopher Philipson in 1629.

There are two chained books near the organ: Erasmus' *Paraphrase of the Gospels*, 1522, and Jewell's *Defence of the Apologie*, 1567.

Curious inscriptions in the churchyard, together with a Celtic cross, as Boer War memorial.

Windermere, the largest and best known of the Lakes, is ten and a half miles long, with an average breadth of half a mile.

Route 39. LINDALE-IN-CARTMEL TO NEWBY BRIDGE

Miles from Newby Bridge		Miles from Lindale-in-Cartmel	
5¼	LINDALE-IN-CARTMEL. *Lancashire.*		
			Road rises sharply to Higher Newton.
	Gradient 1 in 8.		
3¼	Higher Newton.	2	
	Fork of roads, keep left and then right.		Keep left at fork in village, and then right.
1¼	Fork of roads, keep left. *Staveley,* ½ m.	4	Keep left at fork. (Right to Staveley, one half mile.)
	NEWBY BRIDGE.	5¼	(Described, p. 161.)

Route 40. KENDAL TO KESWICK

Miles from Keswick		Miles from Kendal	
29¾	KENDAL. *Westmoreland.* (*Town Hall.*) Fork of roads, keep left.		Leaving the town past the "King's Arms" Hotel, up along Highgate and Stricklandgate, keep left at St. Thomas' Church, fork of roads.

Miles from Keswick		Miles from Kendal	
			Steep rise, then easier to old toll-house.
	Gradient 1 in 9.		
27¾	Old Toll House. Fork of roads, keep right. *Bowness*, 6¾ m.	2	Keep right at fork of roads. (Left to Bowness, six and three-quarter miles.)
25¾	LEVEL CROSSING.	4	
25	Staveley. Fork of roads, incline right. Cross a	4¾	Keep to right on reaching Staveley, at "Eagle and Child" inn, and cross a stream. At further end of Staveley incline left, and again cross a stream.
	stream. Fork of roads, keep left.		
			Road rises out of Staveley, and then goes in steep descents and rises, with a final steep descent to Windermere. At seven and three-quarter miles, on a 1 in 10 gradient, there is a bad turn.
D			
21¼	Windermere. (*Railway Station.*)	8½	Windermere is an entirely modern town, which originated in the coming of the railway in 1847. It abounds in all manner of accommodation for visitors. Hotels: Riggs' Crown Hotel, Bowness (garage); Riggs' Belsfield Hotel, Bowness (garage); Riggs' Windermere Hotel (garage). Motor repairs: Crofts (garage).
	Fork of roads, keep right.		Keep to right at fork of roads; long winding descent following.
	Cross-roads.		
20¼	*Bowness*, 2 m.	9½	

Miles from Keswick		Miles from Kendal
	Patterdale, 12 m. ☞	
19¾	TROUTBECK BRIDGE.	10
	Cross the Trout Beck.	

The road to Troutbeck Bridge passes the grounds of Calgarth Hall, on left. The noble woods were planted by Dr. Watson, Bishop of Llandaff, a distinguished pluralist and Episcopal absentee, who resided here instead of in his Cathedral city in South Wales, and eventually died extremely wealthy and respected.

Calgarth Hall was formerly noted as the home of two mysterious guardian skulls which defied destruction, and if thrown away, returned by some unknown miraculous agency.

The road now approaches the head of Windermere, and the lofty company of the Lakeland mountains begin to raise their heads prominently in the landscape ahead, and to the left. On the extreme left is that patriarch of Lakeland, Coniston Old Man, 2633 feet, with the neighbouring Wetherlam ; succeeded by Wrynose Pass, deeply notched in the skyline ; Cold Pike, Crinkle Crags, Pike o' Blisco, and Scawfell Pike, the loftiest height in Lakeland in particular, and England in general, 3210 feet, twelve miles distant. The twin heights of Langdale Pikes are nearer, and the more striking : the first of them, called "Harrison Stickle," 2401 feet, and his brother, "Pike o' Stickle," 2303 feet. Great Gable, Helvellyn and Ill Bell complete the range, to the right.

The picturesque building seen across the lake at this point is a modern castellated residence, with no history, called Wray Castle.

18½	*Penrith, by Troutbeck*, 27½ m. ☞	11¼
	Cross the Holbeck.	

Crossing the little Holbeck, we reach the lakeside at Low Wood (often spelled in one word, "Low-wood"), pier and hotel.

Miles from Keswick		Miles from Kendal	
18¼	Low Wood Hotel.	11½	The prettiest spot on Windermere, associated from time immemorial with honeymoon couples. The lake steamers call at the pier.
17¼	Waterhead. Fork of roads, keep right. *Rotha Bridge*, ☞ ½ m.	12½	This is the head of Windermere, the largest of the lakes, ten and a half miles long, with an average breadth of a half mile. It is fed by the river Brathay, which falls tumultuously into it, with the river Rotha close at hand, The steamboat pier at Waterhead is the busiest of the piers; the many chars-a-bancs and other popular excursionists who are so great a trial to the wealthier and superior people who tour the Lake Country pervading the spot in great numbers. Hotel: Waterhead.
16¾	Ambleside.	13	The greatly grown, and growing, town of Ambleside now straggles almost all the way down to Waterhead. It is placed charmingly in a valley in which many streams meet, and forms a pretty scene at a distance, even though on a hot summer's day it be, in fact, more than a little noisy and dusty with much excursion traffic, for which, indeed, Ambleside now lives. Prosperity has brought pretentiousness to the once severely plain little white-faced town, and there are modern buildings in it with architectural features; the fact being that architectural embellishments in the Lake Country amid the eternal mountains are an impertinence. The old builders and craftsmen instinctively knew this; thus nowhere in Westmoreland and Cumberland is there to be found an ornate church. Most are quite humble, and mansions and cottages partake of the same quiet character. Sir Gilbert Scott began the offence by building a striking spire to the church of St. Mary, and he lived to regret the error of judgment. Motor repairs: J. H. Dobson (garage).
	Ulverston, ☞ 21 m.		(See pp. 188-191.)
	Penrith, by Ullswater, 23½ m. ☞		(See pp. 185-188.)

Miles from Keswick		Miles from Kendal	
	Cross the Stock Gill. Cross the Rydal Beck.		Leaving Ambleside uphill, past the Market House, keep to left (on the right stands the "Salutation" Hotel), road descending. Then keep to left, crossing the Stock Gill, and straight on.
15¼	Rydal.	14½	At Rydal we come to the very centre of the "Wordsworth Country," the converging point of memories of the Lake poets. It is hardly to be imagined for a moment that the blatant coach- and motor-wagonette parties one sees so numerously along this excellent road care anything for Wordsworth or for poetry. If so, their manners and customs do their real feelings a singular injustice. The village of Rydal is itself a little retired from the throng, on the right, and so misses a good deal of this sort of thing. The church, built 1824, is not interesting. Just beyond it, up the leafy street, is Rydal Mount, where Wordsworth lived the last thirty-seven years of his life, from 1813 to 1850. The house is strictly private.

The road now reaches Rydal Water, the smallest of the lakes. It is fed by the river Rothay, or Rotha, and is three quarters mile in length by a quarter mile broad. It is excellently well seen, the road skirting along almost the entire length of it. Half-way along, the house where Hartley Coleridge died, is seen on the right. It is well known as "Nab Cottage". That eccentric genius, De Quincey, also lived here.

	Cross the Dunney Beck.	Now leaving the extreme head of Rydal Water, we cross the Dunney Beck, the road proceeding in a wide bend to the left, with the Rotha, forming a connecting link between Rydal Water and Grasmere, foaming along on the left. Then, suddenly bearing to the right, round a DANGEROUS curve, an unexpected and beautiful view is opened out, over Grasmere, whose shore we now traverse for
	D	

Miles from Keswick		Miles from Kendal	
			half a mile. This exquisite lake, considered by many observers to be the most completely beautiful of all, is rather larger than Rydal Water. It is quiet, reposeful, and sweetly charming, rather than of the awesome grandeur possessed by some of the remoter lakes; although, of course, the mountain background is not lacking as a foil to the smiling meadows of the foreground.
13¼	Prince of Wales' Hotel. Keep right.	16½	Keep to right for direct route to Keswick (Grasmere village, a half mile left), Dove Cottage is situated on the right. Here Wordsworth lived from 1799 to 1808. The humble little home, situated outside the village of Grasmere, at "Town End," has been acquired as a memorial of him, and has been restored to the condition it was in during the poet's residence; with furniture and personal belongings, and other relics. The interior has thus become of intense literary interest. A fee of 6d. is charged for admission.
	Grasmere, ½ m.		The church, dedicated to St. Oswald, stands close beside the babbling Rotha. It is a plain, rather barnlike, or perhaps factory-like, building, with ugly windows of a familiar eighteenth century type. Wordsworth never wrote anything else so exactly descriptive as the lines in *The Excursion*, upon Grasmere church :—

> "*Not raised in nice proportions was the pile,*
> *But large and massy; for duration built;*
> *With pillars crowded, and the roof upheld*
> *By naked rafters intricately crossed.*"

It has been left very much in the same condition it wore in the poet's time, but now contains a monument, with medallion portrait of him, and an inscription by Keats. Here is a handsome almsbox, of Renascence design, with egg-and-dart ornament, dated 1648, and inscribed "S. Oswaldus". The old "rush-bearing" service is still annually observed.

Wordsworth's grave, and those of his family, are in the north-east angle of the churchyard, near the river. They are marked by a row of exceedingly grim slate headstones :—

"*Plain is the stone that marks the Poet's rest.*
Not marble worked beneath Italian skies—
A grey slate headstone tells where Wordsworth lies,
Cleft from the native hills he loved the best.
No heavier thing upon his gentle breast
Than turf, starred o'er in Spring with daisy eyes;
Nor richer music makes him lullabies
Than Rotha, fresh from yonder mountain crest.
His name, his date, the years he lived to sing,
Are deep incised, and eloquently terse;
But Fancy hears the graver's hammer ring,
And sees, 'mid lines of much remembered verse,
These words in gold beneath his title wrought—
'Singer of Humble Themes and Noble Thoughts'."

—Rawnsley.

Miles from Keswick		Miles from Kendal	
	Gradient 1 in 10.		Resuming the main route, and keeping straight on, past the "Swan" inn, the road rises
9¾	Dunmail Raise.	20	lengthily up Dunmail Raise, a bleak fell-side. The cairn on the summit traditionally marks the place where Dunmail, a quite legendary King of Cumberland, was killed and buried A.D. 945.
	Enter Cumberland.		
			Easy descent to Thirlmere. The road surface is excellent beyond criticism.
8¾	Fork of roads, keep left.	21	Keep left at fork of roads. (Right to Wythburn and alternative route along the East side of Thirlmere, by Thirlspot.)

Miles from Keswick		Miles from Kendal	
	Wythburn, ½ m. ☞		The lonely little church of Wythburn is on right. The ancient reputation of this humble building as the "smallest church in England" was never deserved, and is a thing of the past since the modern enlargement of the chancel. Opposite is the "Nag's Head" inn.

The route by which we now proceed, along the Western shore of Thirlmere, has the advantage of commanding the more striking views. The gloomy bulk of Helvellyn rises up on the right, 3118 feet, as we approach the still lake, which in these practical times has been laid under contribution as a source of water-supply, and is now, in fact, the reservoir of the Manchester Corporation waterworks. The lake has been considerably enlarged in the process, and is three miles or more long, by three furlongs broad. The level of the water has also been greatly raised by the huge masonry dam at the head of the lake. Roads of the most excellent surface and well-graded character have been made by the Manchester Corporation, permitting of a complete circuit of Thirlmere, and passing over the interesting engineering feature of the dam.

	Cross the Dob Gill.		
	Cross the Launchy Gill.		
	Cross the Fisher Gill.		
6	Armboth.	23¾	Armboth House has been famous in the annals of hauntings, but nowadays the ghosts are more than a little shy. One mile beyond Armboth will be seen the dam across Thirlmere, with a road running across it, on right. Keswick may be reached that way, if desired, by Smeathwaite Bridge; turning to the left

Miles from Keswick		Miles from Kendal	
			there, and rejoining present route in a further half mile.
3½	SHOULTHWAITE BRIDGE. Cross the Shoulthwaite Gill.	26¼	
1	Old Toll House. Fork of roads, keep right.	28¾	Long steepish ascent, followed by long, steep, and winding descent into Keswick, keeping to right at fork of roads at the old toll-house. (The left-hand road also leads into Keswick, but is very steep, although more direct. The recommended right-hand turn goes more easily and circuitously into the town, past the railway station.)
D	*Gradient* 1 in 10.		The descent into the town is apt to become dangerous in the crowded days of the tourist season.
	KESWICK.	29¾	Pop. 4403. This, the largest town in the Lake Country, is situated within half a mile of the romantic lake of Derwentwater, but not within sight of it, and is scarcely to be described as a picturesque place, even though the Town Hall, which makes believe to be a church, stands in uncanny length of tower and slimness of body in the main street, to the astonishment of the stranger. The most outstanding trading feature of Keswick is the lead-pencil manufacture. Time was when the plumbago mines of Seathwaite were profitably worked, and Keswick maintained a very thriving trade in pencils; but the foreigner has captured the market with his inevitable cheapness, and the British lead-pencil is something of a rarity as an article of commerce. But it would be a mistake to say that the manufacture of pencils is a thing of the past at Keswick, and the visitor will very speedily find himself importuned to buy pencils of local production; not merely of the standard size, but Brobdingnagian examples, the size of walking-sticks, while inspection of the factories producing them is invited, and the scent of the cedar-wood pervades the town.

Derwentwater, the great neighbouring scenic asset of Keswick,

is reached in a half mile to the south of the town, along the Lake Road. This sweetly beautiful expanse of water has many champions, who declare it to be the loveliest of all the lakes. It is three miles in length, and something over one mile broad, and is rich in islands, large and small; some exquisitely wooded, and others mere crags. Mountains in the background, and rocky outcrops among the surrounding woods, are not lacking to give Derwentwater a bold setting, but a softer beauty is the note of this particular lake, which is the fifth in actual point of size. The Lakeside landing-stage and the walk to Friar's Crag form excellent introductions to the especial charms of Derwentwater for those who have not the time to further explore; but the short out-and-home route—from Keswick to Lodore and Grange — may be recommended for a closer acquaintance.

Hotels: Royal Oak (garage); Keswick Hotel (garage); Lodore Hotel, Borrowdale. Motor repairs: Quirk's Garage; Edmondson's Garage.

Route 41. WINDERMERE TO BOWNESS AND NEWBY BRIDGE

Miles from Newby Bridge		Miles from Windermere	
9	WINDERMERE. (*Railway Station.*)		The road, passing numerous hotels and villas, reaches the lakeside at Bowness (described, p. 139).
7¾	Bowness.	1¼	Follow straight along Windermere, avoiding right and left turns, to Newby Bridge. Turn right and cross the bridge for "Swan" inn.
	NEWBY BRIDGE. ("*Swan*" *inn.*)	9	

Route 42. KESWICK TO LODORE AND GRANGE, AND ROUND DERWENTWATER. (CIRCULAR TOUR.)

Inadvisable to take this in reverse.

Miles from Grange		Miles from Keswick	
9¼	KESWICK. *Cumberland.*		Leaving the town by the Lake Road, bear left (or straight

Miles from Grange		Miles from Keswick	
			ahead), at the Lake Hotel, uphill.
	Cross the Brockle Beck.		The run to Lodore is undulating, in part through woods; touching Derwentwater at Scarfclose Bay, and running along the shore to Barrow Bay.
	Fork of roads, keep right. Cross the Barrow Beck.		Keep right at fork of roads approaching Barrow House. At the rear of the house are Barrow Falls, over 100 feet in height. Apply at the Lodge to see them. Here, by the lakeside, is a landing-stage, commanding fine views.
	Cross the Watendlath Beck.		Tracking along the shore, beneath the Ashness crags, we trend away from it to reach Lodore, and cross the Watendlath Beck to the hotel; behind which are the celebrated Falls of Lodore, to see which a fee of 3d. is demanded. The ravine, down which the water comes, is a rift, 100 feet deep, between the wooded Gowder and Shepherd's Crags. Southey's poem on Lodore is famous, but the falls are not so grand as represented by him, except in very wet weather, when the visitor would much rather be anywhere else.
6¼	Lodore.	3	Hotel: Lodore.
	GRANGE BRIDGE. Cross the Derwent.		The river Derwent is crossed to Grange by a two-arched bridge, amid pretty pastoral scenes.
5¼	GRANGE. Turn right.	4	Turning to right at Grange, follow the road along the west side of the lake. Beautiful views. The road is narrow, and surface only fair, with three gates: one of them at two and a half miles from
	GATES ACROSS road.		

Miles from Grange		Miles from Keswick	
			Grange in conjunction with a very acute turn of road to right.
9¼	Portinscale. Turn right. PORTINSCALE BRIDGE. Cross the Derwent.	8	Passing through Portinscale village and over the bridge spanning the Derwent, turn to right in less than half a mile.
½	Turn right. Cross the Greta.	8¾	
	KESWICK.	9¼	

ROUTE 43. KESWICK TO PENRITH

Miles from Penrith		Miles from Keswick	
18	KESWICK. *Cumberland.* (*Town Hall.*)		Proceed by Station Street.
	Gradients 1 in 13.		Long steep rise from Keswick, nearly three miles in all, with slight intermediate descent and
15½	NADDLE BRIDGE. Cross the Naddle Beck.	2½	rise at Naddle Bridge, where the Naddle Beck is crossed.
			Reaching the summit, road descends steeply and dangerously
14½	THRELKELD BRIDGE. Cross the Greta.	3½	to the river Greta at Threlkeld Bridge. The river Greta is here formed by the confluence of two streams, immediately to the right of the bridge. They are the St. John's Beck and the Glenderamackin.
			Easy rise to Threlkeld village.

Miles from Penrith		Miles from Keswick	
14	Threlkeld.	4	Unspoiled old place at the foot of Blencathra, commonly called "Saddleback," and at the lower end of the valley running up to Skiddaw, down which rushes and foams the Glenderraterra Beck. This is a fox-hunting country, of a kind that would give the Leicestershire fox-hunters and the followers of the Pytchley a bad attack of nerves, being up and down great steeps, and among boulders and stony places at times, followed by mountain-becks and quaking quagmires. He who hunts the fox up and down the Lakeland fells must be the best of riders, and stick like a postage-stamp to the pigskin. A monumental pillar as you enter the churchyard bears the names of numerous local followers of the hounds, whose memory the countryside will not willingly let die. The church itself is severely unornamental. Passing it, and then the "Horse and Farrier" inn, the turning for Threlkeld Old Hall, now a farm-house, is not quite one half mile onwards. It lies one quarter mile right.
			Ascending easily towards Scales, the Woodend Lead Mine is passed, on left, Blencathra's dark slaty mass towering up, one mile or so, left, and attaining a height of 2847 feet.
12	Scales. Toll House.	6	
	D *Gradient* 1 in 9.		Long steep and dangerous descent from Scales. Then an easy rise to Troutbeck railway station.
9	Troutbeck Railway Station.	9	
6¼	Penruddock.	11¾	Wayside hamlet.
			Road descends through the hamlet of Stainton, and continues long rather rapid fall into Penrith.
2½	Stainton.	15½	
	Gradient 1 in 11.		
	PENRITH.	18	(Described, p. 61.)

Route 44. KESWICK TO COCKERMOUTH

Miles from Cockermouth		Miles from Keswick	
13	KESWICK. *Cumberland. Town Hall.* Cross the Greta.		Proceeding from the town, past the Town Hall, and over the river Greta, keep left in a further quarter mile. Crosthwaite church, the old parish church of Keswick, is straight ahead.
12½	Keep left. *Great Crosthwaite Church.*	½	The church, dedicated to St. Kentigern, is the successor of numerous earlier buildings, and dates only from 1553. The font appears to have been presented to the church in the fourteenth century as a memorial of Thomas de Eskehead, a vicar of that period. Restored monument, with brasses, to Sir John Ratcliffe, 1527, and his wife, Alice. Monumental effigy to Robert Southey, Poet Laureate, died 1843, with inscription by Wordsworth. His grave is in the churchyard, where also lies Mrs. Lynn Linton.
	Portinscale Bridge. Cross the Derwent.		Crossing the river Derwent by the hump-backed old Portinscale Bridge, at present threatened with demolition, we enter Portinscale, a village rather overshadowed by the lordly Derwentwater Hotel, whose extensive grounds here border the river and the lake.
11¾	Portinscale.	1¼	Smart descent out of Portinscale.
	Braithwaite Bridge. Cross the Newlands Beck.		Crossing the Newlands Beck, keep right at fork of roads.
10¾	Fork of roads, keep right. *Braithwaite,* ¼ m.	2¼	

Miles from Cockermouth		Miles from Keswick	
9¼	Thornthwaite.	3¾	Easy run to Thornthwaite, whose little church is away to the right.

Passing the "Swan" hotel, the heights of Lord's Seat rise on the left. The crags nearer at hand are the cliffs of Barf, amid which the rock called the "Bishop of Barf" is prominent, alike for itself and by reason of the care taken to keep his lawn sleeves white-washed at the opening of every tourist season. He is a great asset in the jocular way with the coach and fly-drivers.

Bassenthwaite Water is now reached, in company with the railway, and road and rail proceed together beside it. This lake, separated from Derwentwater by only two and a half miles, is about the same size: three and three quarters miles long by three quarters broad. The western side, along which we progress, is beautiful with woods; the opposite shores are bare and somewhat gaunt, the great mass of Skiddaw rising away to the right.

5	Bassenthwaite Railway Station.	8	Through the occasional woodlands, we come at length to the "Pheasant" inn, and thence to Bassenthwaite railway station, then bearing away to the left, from the lake.
	LEVEL CROSSING.		
4¾	Fork of roads, keep left. *Castle Inn*, 2 m.	8¼	Keep left at fork of roads. (Right to Castle Inn, two miles.)
			Road rises and then steeply descends through Embleton.
3½	Embleton.	9½	
3	Embleton Railway Station.	10	
			Steepish rise.
	LAMBFOOT HILL.		
			Long descent to Cockermouth town.
	Cross the		
	Cocker.		

Miles from Cockermouth		Miles from Keswick	
	COCKERMOUTH.	13	Pop. 5203. Quiet old town, situated at the confluence of the Cocker and the Derwent. It is somewhat out of the usual Lake-land round, which, after all, is a rather circumscribed affair, and only tourists who have energies for a wider area usually make its acquaintance. But it is a pleasant and interesting place, the pleasanter, perhaps, in that it has thus been enabled to remain itself. Here Wordsworth was born, 1770, in the stately old mansion still standing in Main Street. Cockermouth Castle, a stately and romantic pile, was one of the many fiefs belonging to the Percies. Cromwell, in 1648, reduced it, and it is now an extensive and highly picturesque ruin.

Hotels: Globe; Sun.

Route 45. KESWICK TO BOTHEL AND CARLISLE

Miles from Carlisle		Miles from Keswick	
31¼	KESWICK. *Cumberland.* (*Town Hall.*)		Leaving the town past the Town Hall, descending Main Street, cross the river Greta.
	GRETA BRIDGE. Cross the Greta.		
30¾	Cross-roads, keep right. *Portinscale*, ¼ m. *Great Crosthwaite*, straight ahead.	½	Keep right at cross-roads. (Left to Portinscale, one half mile, see p. 153.) Great Crosthwaite church, straight ahead, is described, p. 153.) Crossing the railway soon after turning to right at cross-roads, just mentioned, an easy run leads
27	Mirehouse. Fork of roads, keep right. *Bassenthwaite.*	4¼	to Mirehouse. Bassenthwaite church lies close down by the lakeside. It retains the framework of an old hour-glass.

Miles from Carlisle		Miles from Keswick	
	Gradient 1 in 17.		Road rises lengthily, with the heights of Skiddaw, 3054 feet, rising on the right.
23¼	Castle Inn. *Bassenthwaite Railway Station.* 2 m.	8	
			Road gradually growing steeper.
22¼	Bewaldeth.	9	The road now traverses the bleak Torpenhow Common.
21¼	Fork of roads, keep left.	10	Keep left at fork of roads.
	Gradient 1 in 13.		
	Bear right.		
18½	Bothel. Cross-roads, keep right. *Cockermouth,* 7¾ m.	12¾	Locally "Boel" Keep right at cross-roads in village. (Left to Cockermouth, seven and three quarters miles, see pp. 173-174.)
	Cross the Bothel Beck.		Crossing the Bothel Beck, keep left, road descending to Kirkland Green.
	Fork of roads, keep left. *Torpenhow,* 1 m.		
17½	Kirkland Green. Keep right. *Aspatria.* COCK BRIDGE. Cross the Ellen.	13¾	

Miles from Carlisle		Miles from Keswick	
15½	Mealsgate Railway Station.	15¾	
14	Cross the Wellrash Beck. Keep right. ☜ *Silloth.*	17¼	Cross the Wellrash Beck, passing an old toll-house.
13	Bolton Low Houses.	18¼	"The "Low Houses" are merely a group of wayside cottages. The term is a common one in the north of England, and refers to the position of the cottages under the hillside. It is not a reflection upon their moral character, or lack of it.
	Cross the Waver.		
11½	"Red Dial" inn.	19¾	
10¼	Cross-roads, keep straight on. Cross the Wisa Beck. *Gradient* 1 in 15. *Wigton,* ☜ 1½ m.	21	Keep straight on at cross-roads. (Left to Wigton, one and a half miles.)
			The Roman camp, known as "Old Carlisle," is seen on the left, after passing Red Dial fork of roads.
	Gradient 1 in 15.		Steep descent to the Speed Gill.
10	Speed Gill Bridge.	21¼	

Miles from Carlisle		Miles from Keswick	
	Cross the Speed Gill. *Gradient* 1 in 14.		Steep rough rise, followed by long descent. The road, descending from the stark and bitter heights whence we have come, now grows pleasantly sheltered amid woods; and keeping to left at fork, on approaching a railway bridge, and then passing Crofton Park, enters Thursby.
7¼	Fork of roads, keep left.	24	
6	Thursby.	25¼	
2½	Newby Cross.	28¾	Wayside hamlet.
	CARLISLE.	31¼	(Described, pp. 63-65.)

Route 46. CARLISLE TO SILLOTH

Miles from Silloth		Miles from Carlisle	
22½	CARLISLE. *Cumberland.* Keep left.		Leaving the city by Castle Street and Caldersgate, bear to left at Trinity church, and keep to left at
21¼	Raffles.	1¼	Raffles.
20	Newby Cross.	2½	
16½	Thursby.	6	The place-name derives from the Scandinavian god, Thor.
	Fork of roads, keep right. *Bothel*, 12½ m.		Passing church and village green keep to right at fork of roads. (Left to Bothel, twelve and a half miles, see pp. 156-158.)
13½	Micklethwaite. Cross the Wampool.	9	
11¼	Wigton.	11¼	Pop. 3687. Small market town. Many of the older houses were built with the stones from the

Miles from Silloth		Miles from Carlisle	
			neighbouring Roman camp at "Old Carlisle". The church was rebuilt in the eighteenth century. The very fine carillons heard at Wigton do not belong to the church, but are at the mansion of Highmoor Tower, near the town, which is a landmark for considerable distances in the neighbourhood of Wigton. Hotels: King's Arms; Crown and Mitre. Motor repairs: Hall, Station Road.
10½	Turn right. *Aspatria*, 7 m. straight on.	12	Turn right. (Straight on to Aspatria, seven miles, see p. 193.)
9	WAVER BRIDGE. Cross the Waver.	13½	
	Fork of roads, keep left.		Long steep rise after crossing river Waver. Keep to left at hilltop fork of roads.
7	Wheyrigg.	15½	
5¼	Abbey Town.	17¼	The railway station is "Abbey Holme," and the place is otherwise "Holme Cultram". It is situated close to where the river Waver enters Morecambe Bay. Of the Abbey of St. Mary, dating from the twelfth century, only part of the nave of the Abbey church remains, and is adapted to parochial use.
	Keep left.		Keeping to left in Abbey Holme follow alongside the railway for three-quarters of a mile, and then
4½	Fork of roads, keep right.	18	keep right at fork, crossing railway bridge. Road rises and then falls, rather steep and rough.
2¾	Calvo.	19¾	

Miles from Silloth		Miles from Carlisle	
1	Causeway Head. Turn right.	21½	
	SILLOTH.	22½	Small port and harbour, situated at terminus of branch railway from Carlisle. The town, although possessing some docks, is by way of being a seaside resort for the people of Carlisle. The coast looks to the north-west, across the Solway, to Scotland. Hotel: Queen's.

Route 47. KENDAL TO ULVERSTON AND BARROW-IN-FURNESS.

[*This is the direct route between Kendal and Newby Bridge, but no one without a high-powered car would think of taking it, the gradients being very severe. Much better go by Windermere and Newby Bridge, Routes* 40 *and* 41.]

Miles from Barrow-in-Furness		Miles from Kendal	
29½	KENDAL. *Westmoreland* (*Town Hall*),		Leaving the town along Highgate and All-Hallows Lane, and to the left, past the Baths, the road rises sharply to the Bowling Green Hotel. Here keep to right, road continuing the ascent. After a short level interval it again rises steeply and then goes in a dangerous descent, down three hills. At fork of roads, down below these hills, keep right.
	Keep right.		
	D *Gradients* 1 in 7.		
28	Fork of roads, keep right,	1½	
26¼	Underbarrow Post Office.	3¼	
	Gradients 1 in 12.		Road winds and goes in repeated rises and falls.
24½	Crosthwaite Church. Fork of roads, keep right.	5	This modern church is by no means to be confused with the better-known Great Crosthwaite church, just outside Keswick.

Miles from Barrow-in-Furness		Miles from Kendal	
24	Keep left.	5½	Here keep to right, and to left in a further half mile.
			Road descends and then sharply rises.
22¼	Mason's Arms. BOWLAND BRIDGE. Cross the	7¼	Crossing the river Winster at Bowland Bridge keep left, road then rising a steep, loose and rough hill over Cartmel Fell and Gummer's How, and descending from it in steeper fashion to Fell Foot.
	Winster.		
	Fork of roads, keep left.		
	D *Gradients* 1 in 7.		
18¾	Fell Foot. Junction of road from Bowness, on right.	10¾	
18½	Fork of roads, keep right. *Lindale-in-Cartmel*, 4¾ m. *Lindale-in-Cartmel*, 5¼ m.	11	Keep to right at fork of roads. (Left to Lindale-in-Cartmel, four and three-quarter miles.) A further turn to left in half a mile, approaching Newby Bridge, also leads to Lindale-in-Cartmel.
18	NEWBY BRIDGE.	11½	Newby Bridge, crossing the river Leven, a very picturesque scene, overhung by trees. The bridge is a narrow, ancient structure. Immediately facing it, on the opposite side, is the old-fashioned "Swan" hotel. Do NOT cross the bridge, but keep sharp to left at the bridge-end.
	Turn left.		Easy descent.
16½	Backbarrow. Fork of roads, keep right.	13	Keep right at fork of roads, and cross river Leven.

Miles from Barrow-in-Furness		Miles from Kendal	
	Cross the Leven.		
16	Haverthwaite Railway Station.	13½	
	Cross the Crake.		
12½	Greenodd.	17	
	Coniston, 13¾ m. ☞		(See pp. 189-191.)
	Cross the Newland Beck.		
9	Ulverston.	20½	Pop. 9552. The approach to Ulverston, past the Ship Canal which runs on the left to Morecambe Bay, a distance of about one and a half miles, is gently undulating. On the right rises Hoad Hill, with an obelisk to Sir John Barrow, a former Secretary to the Admiralty, died 1848, prominent on its summit. Ulverston is an old market-town, rather surprised out of its quiet ways by the iron-ore developments of the Furness district.
	Broughton-in-Furness, 9½ m. ☞ *Conishead Priory*, 🚲 2 m.		(See pp. 165-166.)
	Cross-roads, keep right.		Leaving Ulverston from the Market Place, and along Queen Street and Princes Street, keep right at cross-roads, road rising.

Miles from Barrow-in-Furness		Miles from Kendal	
	Fork of roads, keep left.		At next fork of roads keep left, and passing the "Beehive" inn, continue the rise, bearing to left, and crossing a railway bridge and then the Levy Beck.
	Cross the		
	Levy Beck.		
7½	Swarthmoor.	22	
6¼	Fork of roads, keep right.	23¼	Keep right at fork of roads.
6	Lindale-in-Furness.	23½	
	LEVEL CROSSING.		Sharp rise and easy descent.
			Further steep descent into Dalton-in-Furness.
4	Dalton-in-Furness.	25½	Modern manufacturing town, with busy surroundings of blast-furnaces in which the valuable red haematite iron-ore of the district is treated. The old church tower looks down upon the grave of Romney the painter, who was born here 1734, son of a cabinet-maker. He died 1802. His gravestone bears the inscription, *Pictor celeberrimus.* The old tower in the market-place, called Dalton Castle, has the effigy of a knight of the fourteenth century upon the parapet.
			Steep descents from Dalton-in-Furness to Furness Abbey. Electric trams all the way to Barrow.
2½	Furness Abbey.	27	Here in the Valley of Deadly Nightshade, stand the stubborn old red ruins of the once-powerful Furness Abbey. In the times when the Cistercian monks first settled here, 1127, and even in those times when they were expelled and their Abbey brought to ruin, in the reign of Henry VIII, this was a secluded hollow, remote from the busy haunts of men. The strangest irony of circumstance has now befallen

these surroundings, for the latest developments of science applied to industry and manufacture have brought a great town within hail of it, and ironworks pervade the olden countryside. Nay, more. A hotel and a railway station called "Furness Abbey" actually stand upon a portion of the Abbey precincts, and thus complete the astounding change of fortune.

The immediate surroundings are, however, rather pleasing, and it may quite easily be supposed that could the extremely wealthy and powerful old Lords Abbots of Furness return to the seat of their former state, they would find in the Gothic building of the Furness Abbey hotel something that would reconcile them for the loss of their old estate. Indeed, in the so-called "Abbot's Room" they would renew acquaintance with some olden and curious carvings which were formerly in the Abbey.

The ruins of the Abbey church now stand amid well-kept lawns and gardens. The nave is chiefly of the Norman period, while the choir and transepts exhibit Early English, Decorated, and Perpendicular work. The Chapter House, although, like the ruins as a whole, roofless, retains much of the beautiful Early English sculptured detail for which it is famed.

Miles from Barrow-in-Furness		Miles from Kendal	
BARROW-IN-FURNESS.	Pop. 63,775. Great modern developments of docks, ironworks and shipbuilding; particularly battleship construction.	29½	

Barrow stands at the extremity of the Furness peninsula, and looks upon Walney Island, across the Walney Channel, now bridged, and made to serve the affairs of this particularly go-ahead town.

The Furness Railway Company in 1909 restored the house noted as the early home of George Romney, the painter, 1742-55.

Hotels: Furness Abbey; Victoria Park (garage); Imperial (garage). Motor repairs: Simpson & Co., Dalton Road (garage); Sutterthwaite, Lawson Street (garage); H. Smith, Cornwallis Street (garage).

Route 48. DALTON-IN-FURNESS TO BROUGHTON-IN-FURNESS

Miles from Broughton-in-Furness		Miles from Dalton-in-Furness	
10	DALTON-IN-FURNESS. *Lancashire.*		
			Steep rise and easier descent to Askham.
7¾	Ireleth.	2¼	Here are the busy works of the Furness Iron and Steel Company.
	(*Askham*).		
5¼	Soutergate.	4¾	
4½	Kirkby.	5½	The Duke of Devonshire's slate-quarries occupy a very prominent position. Enormous quantities of slates are annually dug here. Old Kirkby Hall has a priest's hiding-hole.
3	Junction of roads at Grizebeck. *Goathwaite*, 2 m.	7	Junction of roads. (Goathwaite, two miles right.)
1½	Steer's Pool Bridge. Cross the Steer's Pool.	8½	
			Steep rise and fall.
	BROUGHTON-IN-FURNESS.	10	(Described, p. 166.)

Route 49. ULVERSTON TO WHITEHAVEN

Miles from Whitehaven		Miles from Ulverston	
49½	ULVERSTON. *Lancashire.* (*Market Cross*).		Proceeding along King Street from the Market Cross, and then to left, by Soutergate, road rises.
48½	Fork of roads, keep left.	1	Keep left at fork of roads.

Miles from Whitehaven		Miles from Ulverston	
47	Fork of roads, keep left. Cross the Broughton Beck.	2½	Keep left at fork of roads.
46	Fork of roads, keep left.	3½	Keep left at fork of roads.
45	Goathwaite. Fork of roads, keep left. *Lowick Green*, 2 m. ☞	4½	Keep left at fork of roads. (Right to Lowick Green, two miles.)
	Gradient 1 in 9.		Steep descent.
44	Beanthwaite. *Gradient* 1 in 9.	5½	Steep descent continued.
43	Grizebeck. Fork of roads, keep right. *Askham*, ☜ 4¾ m.	6½	Keep right at fork of roads. (Left to Askham, four and three-quarter miles.)
41½	STEER'S POOL BRIDGE. Cross the Steer's Pool. *Gradients* 1 in 10.	8	Steep rise and fall.
40	Broughton-in-Furness.	9½	Small town upon the fringe of the iron-ore and manufacturing districts. Broughton Tower, an ancient mansion amid fir-woods, on the hillside, commands wide views over the sea and Duddon sands.

Miles from Whitehaven		Miles from Ulverston	
			Quick descent.
	Gradient 1 in 10		
	Cross the		Crossing the river Lickle, steep rise and descent follow to Duddon Bridge, where the scenery along the river Duddon is of a very high order of beauty.
	Lickle.		
	Gradients 1 in 8.		
38¾	Duddon Bridge.	10¾	
	Cross the		
	Duddon.		
	Enter Cumberland.		
	Fork of roads, keep left.		Keep left immediately after crossing Duddon Bridge. (Right to Seascale and the Wrynose Pass, not practicable for motoring.)
	Seascale, 17¾ m. ☞		
			Steep rises.
	Gradient 1 in 8.		
35¾	St. Anne's Church.	13¾	
35	The Green.	14½	
	Fork of roads, keep right.		Keep right at fork of roads.
			Long ascent to The Hill.
	Gradient 1 in 12.		
33¾	The Hill.	15¾	
			Steep descent. Keep left at fork of roads.
	Gradient 1 in 10.		
	Fork of roads, keep left.		
31¾	Millom.	17¾	Pop. 8612. Recent town, developed with the exploitation of the haematite iron ore now so extensively worked in these districts. The ancient but over-restored church contains altar-

Miles from Whitehaven		Miles from Ulverston	
			tomb, with effigies, of a squire and dame of the Hudleston family, fifteenth century. Millom Castle, their old seat, retains fourteenth and sixteenth century portions. A sea-wall protects the low-lying lands.
30¼	Kirksanton. Cross the Whicham Beck.	19¼	
29½	Silecroft.	20	
28¾	Whicham.	20¾	
27½	Whitbeck.	22	
24¾	Bootle.	24¾	Pop. 746. Decayed market-town.
20¾	Fork of roads, keep right.	28¾	Keep right at fork of roads.
	D *Gradients* 1 in 8. Cross a stream.		Rise, followed by dangerous fall to a stream.
18½	Fork of roads, keep left. Cross the Esk.	31	Keeping left at fork of roads, cross the river Esk.
17¾	Muncaster.	31¾	The road now passes the park of Muncaster Castle, on left, seat of Lord Muncaster. The castle, with the exception of one isolated tower, is modern. A legend narrates how Henry VI., wandering benighted, friendless and alone after the battle of Hexham, 1464, upon Muncaster Fell, which rises to the north-east, was discovered by shepherds and taken to the castle, where he was given shelter by the Pennington of that time, whose descendant is the present Lord Muncaster. The legend then goes on to say that, on leaving, the king gave his host the glass cup which is still in possession of the family and known as the "Luck of the Penningtons".

The deer-park and the views from it are of the loveliest description, embracing the Esk vale, with distant mountains for background.

Miles from Whitehaven		Miles from Ulverston	
	Gradients 1 in 10.		Rise, followed by long descent towards Ravenglass, which lies chiefly on the left.
16¾	Ravenglass.	32¾	Small fisher-town and market, on the sandy estuary of the Esk. It was originally a Roman port and harbour. Near by is the red sandstone Roman villa "Walls Castle". Down the sandy estuary is a remarkable gully. Hotel : Pennington Arms.
	Boot, 9¼ m. Muncaster Railway Station.		Keeping under the railway bear left, and crossing the tiny river Mite at Mill Bridge, rise an incline to Carleton Green.
15½	Mill Bridge. Cross the	34	
	Mite.		
14½	Carleton Green.	35	The roads are neighboured by wind-swept woods and coppices, bent and matted together by the prevailing westerly gales.
	Fork of roads, keep left. *Boot*, 6½ m. Cross the		Keep left at fork of roads approaching Irt Bridge. (Boot six and a half miles right.)
	Irt.		
13¾	Holmrook. Fork of roads, keep right.	35¾	Having crossed the Irt in Holmrook, keep right at fork in that hamlet. (Left to Seascale, three and a quarter miles.)
	Seascale, 3¼ m.		Favourite watering-place.

Miles from Whitehaven		Miles from Ulverston	
11¼	Gosforth.	38¼	Village is chiefly on right. The famous Gosforth Cross, in the churchyard, is a slim shaft, 14 feet high, sculptured with Christian and Norse mythological symbols intermingled. It dates from *c.* 950. Gosforth Hall, seventeenth century.
	Wastwater. (*Wasdale Head*), 8 m. ☞		(See pp. 174-176.)
8¾	CALDER BRIDGE.	40¾	Charming old wayside village, with old-fashioned village green and hostelry, the "Stanley Arms," to match. The gatehouse and fine avenue to the old Hall are stately features.
	Cross the Calder. Fork of roads, keep left.		Crossing the Calder keep left at fork of roads.
	Calder Abbey, 1 m. ☞		The interesting ruins of Calder Abbey, one mile right, are worth a visit. The Cistercian abbey, founded *c.* 1180, was largely rebuilt 1220-40, when the establishment had grown wealthy. It eventually grew second only in importance to that of Furness. The west door only remains of the earlier building, the rest being of Early English date. The ruins, charmingly situated in private grounds, are only to be seen on Fridays.
8½	Bank Fold. Fork of roads, keep right.	41	Resuming the main route on returning from Calder Abbey, keep right at fork of roads at Bank Fold, rather less than a quarter of a mile from Calder Bridge.

Miles from Whitehaven		Miles from Ulverston	
7½	Blackbeck. Cross the Black Beck. Cross the Ehen.	42	Crossing the Black Beck, road rises and falls.
4¾	Egremont.	44¾	Pop. 3982. Old market-town on the river Ehen. Here are some remains of the castle, dating from *c.* 1140. They stand up above the bridge like the ruins of a great factory, with vast empty windows. The district is largely occupied in the working of iron-ore.
	Gradient 1 in 9. *Whitehaven, through St. Bees,* 7 m.		(See pp. 176-177)
	Cockermouth, by Lowes Water. 17¾ m.		(See pp. 177-179.)
3¾	Bigrigg. *Gradient* 1 in 11.	45¾	
¾	Hensingham.	48¾	Pop. 2090. Suburban extension of Whitehaven.
	WHITE-HAVEN.	49½	Pop. 19,044. Market-town and seaport, thriving on the developments of the surrounding coal-fields, which were first worked about 1620. The harbour, whence the exportation of coal began in 1660, is extensive. Coal-mines

Miles from Whitehaven		Miles from Ulverston	
			are situated upon the seashore, and the workings frequently extend under the waves.

Route 50. WHITEHAVEN TO COCKERMOUTH AND CARLISLE

Miles from Carlisle		Miles from Whitehaven	
40¼	WHITE-HAVEN. *Cumberland.*		Steeply rising from the town, past the Grand Hotel and Lonsdale Place, road descends to Moresby.
38¼	*Parton.*	2	Pop. 1406. Decayed seaport.
37½	Moresby.	2¾	Easy rise.
36	Distington.	4¼	Pop. 1922. Colliery village.
35¼	Lilly Hall. Fork of roads, keep right. *Workington,* 3 m.	5	Keep right at fork of roads. (Left to Workington, 3 miles, see p. 194.)
33¼	Winscales.	7	
31¾	Chapel Brow. Fork of roads, keep right. *Workington,* 3½ m. D *Gradient* 1 in 14. Cross the Marron.	8½	Keep right at fork of roads. (Left to Workington, three and a half miles, see p. 180.) Steep descent.

Miles from Carlisle		Miles from Whitehaven	
30¼	Bridgefoot.	10	
29¾	Broughton Cross Railway Station.	10½	
28¾	Brigham.	11½	Quarrying and coal-mining village. The church, which has a tower with saddleback roof, ranges from Norman to Decorated.
	Workington, 9 m.		
	Maryport, 7¼ m.		
	Keswick, 13 m.		
26¼	Cockermouth. Cross the	14	(Described, p. 155.) Leaving Cockermouth along Main Street and Crown Street, turn to left, and cross river Derwent. Steep and winding ascent.
	Derwent. Goat Brow.		
25¼	Fork of roads, keep right	15	Keep right at fork of roads.
	Papcastle.		On left is the Roman station of Papcastle.
			Rise continued.
24¼	Fork of roads, keep right.	16	Keep right at fork of roads.
	Bridekirk, ¾ m.		

The font in Bridekirk church is one of the most famous in England. It is considered to have been made in the ninth century, and is a square example, very richly and deeply sculptured with characteristic Saxon decoration and curious figures, including scenes from the life of St. Bridget, to whom the church is dedicated: whence also comes the origin of the place-name of Bridekirk, *i.e.* "St. Bridget's Kirk". The font is inscribed—

Rikarth he me iwrokte
And to this merthe gernr me brokte.

Richard himself, who thus laboriously "brought the work to this beauty," is shown in a quaint sculpture at the foot of the font, working at it.

Miles from Carlisle		Miles from Whitehaven	
	Fork of roads, keep right. *Aspatria.*		Keep right at fork of roads.
22¾	Black Cock.	17½	Surviving name of an inn no longer in existence.
19¼	WHARRELS HILL.	21	
	D *Gradient* 1 in 14.		Long, steep and dangerous descent.
18½	Bothel. *Hesket Newmarket,* 11 m. *Keswick,* 12¾ m.	21¾	Thence to Carlisle, as pp. 156-158. (See pp. 197-199.) (See pp. 155-156.)
	CARLISLE.	40¼	

ROUTE 51. GOSFORTH TO WASTWATER (WASDALE HEAD)

[*The route to Wastwater is distinctly a secondary road: narrow and winding, with rock projecting through the surface; but it affords very good running, and introduces the tourist to one of the remoter lakes, amid grand scenery.*]

Miles from Wasdale Head		Miles from Gosforth	
10	GOSFORTH. *Cumberland.* Cross the Bleng.		
6¾	Fork of roads, keep right.	3¼	Keep right at fork of roads.
			Descent to Wastwater, along a delightful tree-shaded lane, past the woods of Wasdale Hall, seated down on the right, by the water.
6½	GATE ACROSS ROAD.	3½	

Miles from Wasdale Head		Miles from Gosforth	
6	Strands.	4	Pleasant village at foot of a steep hill.
$4\frac{3}{4}$	Wastwater. GATE ACROSS ROAD.	$5\frac{1}{4}$	Wastwater is, for wild and sombre grandeur, wholly unapproached by the others among the sixteen lakes of Lakeland. It is not only set amid the very culmination of the rugged scenery of these districts, but its eastern side is fringed for nearly three miles by astonishing precipices, which rise to a height of fifteen hundred feet, and whose sides descend steeply into the water. "The Screes," as these crags are named, are gorgeous in sunshine with red and purple hues, and inexpressibly weird and gloomy when viewed through the morning and evening mists, or in storm. The road by which we proceed along the western shore of the lake goes in full view of these rocky walls, and thus commands perhaps the most beautiful view, of the grand and stern kind, in all Lakeland. Wastwater, thus finely situated, is three miles long, by half a mile broad, and has the distinction of being the deepest of all the lakes, with a depth of 258 feet.
	Cross the Nether Beck. Cross the Over Beck. Cross the Mosedale Beck.		Crossing various little becks we come to the head of the lake, and then over a narrow bridge, and so in one mile beyond it to Wasdale Head.
	WASDALE HEAD. (*Wasdale Head Hotel.*)	10	Small mountain-district village, generally filled in summer-time with hardy climbers. Some of them, overtaken by disaster, lie in the little churchyard. The following verse in the churchyard, upon a party thus overwhelmed, in striving for sublimity, has rather perilously approached bathos ;—

> "*One moment stood they as the angels stand*
> *High in the stainless imminence of air;*
> *The next, they were not; to their Fatherland*
> *Translated unaware.*"

Church is (wrongly) said to be the smallest in England. It measures 42 feet by 16 feet. That which really owns this distinction is far from Lakeland. It is the church of Culbone, Somerset, 33 feet by 12 feet.

All around the village of Wasdale Head rise vast mountain heights: Scawfell Pike, 3210 feet, the crowning height among English mountains, is on the right, neighboured by Scawfell, 3162 feet, whose bastioned crags from hence look the greater and grander of the two; while on the left is Yewbarrow, 2058 feet. Ahead, overlooking the Sty Head Pass, is Great Gable, 2949 feet, while up Mosedale and Ennerdale rise Red Pike, 2629 feet; Steeple, 2746 feet; and Pillar, 2927 feet, with many another.

At Wasdale Head the practicable road for motorists in this direction at present ends. A suggested road from this point to Keswick, over Sty Head, would start from hence.

Route 52. EGREMONT TO ST. BEES AND WHITEHAVEN

Miles from Whitehaven		Miles from Egremont	
7	EGREMONT. *Cumberland.* (*Globe Hotel.*)		Proceeding southwards, past the Castle, and bearing right, past the schools, road rises and descends, gradually leaving the grimy surroundings of Egremont.
5½	Eller Gill Bridge. Cross the Eller Gill.	1½	
4¾	Outrigg. *Gradient* 1 in 9.	2¼	Steep descent into St. Bees. The scenery becomes delightful, pleasant and luxuriant lanes succeeding the industrial districts.

Miles from Whitehaven		Miles from Egremont	
			St. Bees is seen below in a profound hollow.
4½	St. Bees.	2½	Pop. 1236. The place-name derives from the Irish St. Bega, seventh century. Her convent was destroyed by the Danes, and a priory founded in the twelfth century was burnt by the Scots. The existing parish church belonged to it. The Theological College founded here by Bishop Law in 1816 has in recent years ceased to exist. The Grammar School, the foundation of Archbishop Grindal, 1587, still survives. St. Bees is a picturesque place, well worth seeing, and has some good sea-bathing. The red sandstone promontory, St. Bees Head, is two miles to the north.
	Fork of roads, keep right.		Leaving St. Bees, cross the railway and keep right at fork of roads.
2¼	Far Greenbank Farm.	4¾	At Far Greenbank Farm keep right at fork of roads, and then left.
	Fork of roads, keep right. Keep left.		
	WHITEHAVEN.	7	(Described, p. 171.)

Route 53. EGREMONT TO COCKERMOUTH, BY LOWES WATER AND LORTON VALE

Miles from Cockermouth		Miles from Egremont	
20	EGREMONT. *Cumberland.*		Poor surface at start.
18½	Woodend Railway Station.	1½	
	Fork of roads, keep right. *Whitehaven*, 5 m.		Keep right at fork of roads. (Left to Whitehaven, five miles, see p. 171.)

Miles from Cockermouth		Miles from Egremont	
	Cross the Moor Beck.		
18	Cleator.	2	
17	Wath.	3	
	☜ *Cleator Moor.*		Pop. 8301. Modern, uninteresting, and rather squalid development of iron-mining industries.
15¾	Frizington. Fork of roads, keep right.	4¼	Keep right at fork of roads.
12	Lamplugh Cross Inn. Fork of roads, keep right. *Cockermouth*, ☜ direct, 7 m.	8	Stone-quarrying district. Keep right at fork of roads. (Left to Cockermouth direct, seven miles.)
11¼	Lamplugh Church.	8¾	
9½	Fork of roads, keep right.	10½	Keep right at fork of roads, and down steep and narrow hill : poor surface.
8¾	Water End.	11¼	Here we reach the head of Lowes Water, a small reed-grown lake, one and a quarter miles long and about a quarter mile broad. Narrow road along lake.
7	Lowes Water. Fork of roads, keep left. Cross the Cocker.	13	Small village. Keep left at fork of roads, descending the charming vale of Lorton, past the Scale Hill hotel. Crossing the stream, ascend a short steep pitch into stable-yard of the "Scale Hill Hotel," through which the road passes.

Miles from Cockermouth		Miles from Egremont	
6¼	Scale Hill Hotel.	13¾	
	DOWN		
	Crummock Water, 1 m. ☞		The one mile on right to Crummock water at Scale Hill hotel is pleasant woodland walk.
5½	*Buttermere*, 3¾ m. ☞	14½	A very fair road goes off to Buttermere, but has some gates across it. Return must be made the same way, as the road beyond Buttermere, over Honister Pass, is impossible, and that over Buttermere Hause to Keswick is very rough and steep.
	DOWN		
3¼	Low Lorton.	16¾	
	Keswick, by *Whinlatter Pass.* ☞		To Keswick by the Whinlatter Pass is rather a sporting route, with bad turns and two steep pitches of 1 in 8 gradient; but the views are grand and the surface is good.
	COCKERMOUTH.	20	(Described, p. 155.)

Route 54. COCKERMOUTH TO WORKINGTON

Miles from Workington		Miles from Cockermouth	
9	COCKERMOUTH. *Cumberland.* (*Globe Hotel.*)		Descending Main Street, keep straight ahead out of the town to Brigham, the railway and river Derwent running along on right.
	DOWN		
6½	Brigham.	2½	
	DOWN		
6	Broughton Cross Railway Station.	3	
5	Bridgefoot Railway Station.	4	Passing Bridgefoot railway station and crossing the river

Miles from Workington		Miles from Cockermouth	
	Cross the Marron. *Little Clifton*, *Gradient* 1 in 12.		Marron, steep rise to Chapel Brow fork of roads. (Left to Whitehaven, eight and a half miles.)
3½	CHAPEL BROW. Fork of roads, keep right. *Whitehaven*, 8½ m.	5½	Rise continued easily for one mile, followed by sharp pitch down to Clifton.
2½	Great Clifton.	6½	Great Clifton is a coal-mining village. Easy rise, followed by sharp variations to Stainburn.
1	Stainburn. Turn right.	8	Short steep descent, followed by long incline. At hilltop turn abruptly right, descending with great steepness into Workington.
	D WORKINGTON.	9	(Described, p. 194.)

ROUTE 55. PENRITH TO ALSTON AND HAYDON BRIDGE

Miles from Haydon Bridge		Miles from Penrith	
36	PENRITH. *Cumberland.*		Proceeding from the Market Place, and thence along King Street, keep to left at the "Crown Hotel," and then to right.
			Easy rise and descent to Carleton, in which keep left at fork of roads.
35	Carleton. Fork of roads, keep left.	1	

Miles from Haydon Bridge		Miles from Penrith	
	Fork of roads, keep right.		After Carleton keep to right at fork of roads.
	☜ *Eden Hall.*		Seat of the Musgrave family, rebuilt in 1824. Here is preserved the famous "Luck of Eden Hall," an ancient engraved and coloured glass vessel, with a leather case, of fifteenth century Oriental character. The case, however, bears the sacred initials "I.H.S.," hinting that the glass was once of sacramental use. Fantastic legends declare it to have been snatched from the fairies in the uncertain period of Once Upon a Time by a family retainer, and that the fairies then uttered the warning :— "*If that glass ever break or fall, Farewell the luck of Eden Hall.*"
	Cross the Eden.		Crossing river Eden by the old bridge dated 1686, keep immediately right at fork of roads, rising to Langwathby, and keep straight on, past railway station.
	Fork of roads, keep right. *Gradient* 1 in 9.		
31¼	Langwathby.	4¾	Village associated with early development of horse-racing in Cumberland during sixteenth and seventeenth centuries.
	D *Gradient* 1 in 13.		Steep descent, winding badly, to crossing of river Briggle.
29¾	BRIGGLE BRIDGE. Cross the Briggle.	6¼	
	Gradients 1 in 14.		Steep winding ascent.

Miles from Haydon Bridge		Miles from Penrith	
27¼	**Melmerby.**	8¾	
	Cross-roads, keep left.		Keep left at cross-roads at end of Melmerby village, and then to right at next fork of roads.
	Fork of roads, keep right.		
			Rise of 5 miles to summit of lofty heights of Hartside Fell, keeping round circuitously to left near the top, and then swinging very sharply to right. The surface is perhaps no worse than might be expected of roads in these remote and weatherbeaten surroundings; this being by repute the loftiest road in England, 1889 feet. The views over the Lake district and Solway are of the most extended and magnificent description.
	Fork of roads, keep left.		
	Cross the		Fairly easy descent of four and a half miles, then steeper, finally, approaching Alston, becoming easy, and crossing the South Tyne.
	South Tyne.		
16¼	Alston.	19¾	(Described, p. 481.)
	Middleton-in-Teesdale, 22 m.		(See pp. 480-481.)
	Brampton, 19 m.		(See pp. 495-496.)
	Wearhead, 10¾ m.		(See pp. 493-495.)
			Leaving Alston past railway station, road rises and descends in very long stretches across the moors into Northumberland. Grand views, good, well-graded road to Whitfield.
	Enter Northumberland.		
	Cross the		
	Blaeberry Burn.		
8¼	Whitfield.	27¾	
5¾	CUPOLA BRIDGE.	30¼	
	Cross the		Crossing river Allen, a steep rise follows up Staward Bank, with dangerous turns, to Staward railway station.
	Allen.		

Miles from Haydon Bridge		Miles from Penrith	
	STAWARD BANK. D		
4½	Staward Railway Station.	31½	Road descends all the way to Haydon Bridge, with some sharp elbows.
1¾	Langley Castle. D	34¼	
	HAYDON BRIDGE.	36	(Described, p. 481.)

ROUTE 56. PENRITH TO AMBLESIDE, BY POOLEY BRIDGE AND TROUTBECK

Miles from Ambleside		Miles from Penrith	
29½	PENRITH. *Cumberland.* (*Market Place.*) D		Proceeding southwards from Penrith, road descends to and crosses Eamont Bridge, a pretty scene, where the rugged old bridge spans the river Eamont. Road apt to be dangerously full of char-a-banc traffic in summer, with much furious driving.
28½	EAMONT BRIDGE. Cross the Eamont. *Enter Westmoreland.*	1	
	Fork of roads, keep right.		Keep right at fork of roads past the Boer War memorial, by the "Crown" inn.
27¼	Yanwath Hall.	2¼	The interesting old Border peel-tower of Yanwath Hall, now a farm house, is passed, on right.
	Railway Bridge.		Go carefully round turn on railway bridge.

Miles from Ambleside		Miles from Penrith	
26½	Tirril.	3	Here is an old Quakers' meeting house.
25¾	Barton.	3¾	Church of St. Michael has a fortified tower.
	Howtown, 4 m.		Long descent approaching Pooley Bridge. (Left to Howtown, 4 miles.)
23½	POOLEY BRIDGE. Cross the Eamont.	6	Narrow bridge.
21	Watermillock. *Gradient* 1 in 8.	8½	Thence to "Travellers' Rest," as pp. 125-127. Here keep left at fork of roads. (Right to Ambleside, three miles, see p. 185. The right-hand road to Ambleside is direct, but is an exceeding steep descent, 1 in 6, with bad turn near top, to be very carefully avoided.)
8	"Travellers' Rest": Kirkstone Pass. Fork of roads, keep left. *Ambleside*, 3 m. *Gradient* 1 in 10.	21½	Long series of steep descents after leaving "Travellers' Rest" inn.
5¼	Raven's Craig.	24¼	
5	Stony Beck.	24½	
4¾	Townhead. Fork of roads, keep right. *Windermere*.	24¾	Ascent to the "Mortal Man" inn.
3½	Troutbeck.	26	Quaint old Westmoreland village, little altered. The church contains windows by Burne-Jones. Narrow road through the village.

Miles from Ambleside		Miles from Penrith	
	Fork of roads, keep right. *Troutbeck Bridge*, 1¼ m.		Keep right at fork of roads. (Left to Troutbeck Bridge, one and a quarter miles.)
	DOWN		Long descent, winding freely.
	Gradient 1 in 7.		
2¼	Low Wood Hotel.	27¼	
1¾	Cross-roads, turn right, *Windermere*,	27¾	
¾	Waterhead.	28¾	
	AMBLESIDE.	29½	(Described, p. 143.)

Route 57. AMBLESIDE TO PENRITH

[*The better way, avoiding the excessively steep ascent from Ambleside to "Travellers' Rest," is by Route* 56, *reverse.*]

Miles from Penrith		Miles from Ambleside	
23½	AMBLESIDE. *Westmoreland.*		Passing the "Salutation" hotel, and up past the old church, the road proceeds straight ahead to the "Travellers' Rest" inn, at the summit of the Kirkstone Pass; a long, continuous rise, VERY STEEP in places. Bad bend near summit. The inn is (wrongly) said to be the highest in England. It is situated 1476 feet above sea-level; but the highest is the "Tan Hill" Inn, Yorkshire, 1727 feet. The better-known "Cat and Fiddle" inn between Buxton and Macclesfield, is 1690 feet; and there are others still of a higher altitude than the "Travellers' Rest". The Kirkstone Pass is said to derive its name from a rock overhanging it on the left, which an unusually vivid imagination may consider to resemble a church. However that may be, the Pass is a fine spectacular route, gloomed down upon at this point by Red Screes, 2541 feet, on the left, with Raven's Edge, 2072 feet, on right. At "Travellers' Rest" the road from Troutbeck joins, on right.
	UP		
	Gradient 1 in 6.		
20½	"Travellers' Rest" Inn: Kirkstone Pass.	3	

Miles from Penrith		Miles from Ambleside	
	Junction of road from Troutbeck, on right.		
	D *Gradient* 1 in 8.		Descent of nearly two and a half miles, here and there steep.
18	Brothers' Water inn.	5½	Here we have come down 1000 feet from "Travellers' Rest," and virtually to the beginning of Patterdale.
17½	Brothers' Water.	6	The gloomy little lake of Brothers' Water past which we now come is about a quarter mile long and the same in breadth. A tradition, probably quite without foundation, declares the lake to have taken its name from the death of two brothers by drowning. The Goldrill Beck flows along on the right as we descend the pleasant valley of Patterdale along a narrow winding road.
15	Patterdale.	8½	The village takes its name from the dedication of the church to St. Patrick. The church, although modernized, forms a pretty picture with its tower, finished off with a saddleback roof, grouping among the ancient yews. Patterdale village is most charmingly situated at the southern end of Ullswater, the second largest of the Lakes, something over seven and a quarter miles long and a half mile wide. Steamboats ply frequently upon it during the summer. The shores are richly wooded. The north-western side of the lake, by which we now proceed, is closely skirted by the road, forming one of the most delightful routes in the Lake Country.
	Cross the Glenridding Beck.		Crossing the Glenridding, and passing the modern village of that name, together with the Ullswater hotel, we pass Stybarrow Crag, and through the woods of Glencoyne.

Miles from Penrith		Miles from Ambleside	
14	Glenridding. Cross the Glencoyne Beck. *Keswick*, 18 m.	9½	Keep straight on, approaching Aira Bridge.
11¼	AIRA BRIDGE. Cross the Aira Beck.	12¼	Charming scene, up the glen, on left. Half a mile up it, reached by a pleasant walk, is the waterfall of Aira Force, falling some 80 feet. The picturesque tower, "Lyulph's Tower," now seen on left, is not so old as it looks; dating only from about a century back, when it was built as a shooting-box by a Duke of Norfolk. This, however, does not prevent its being the subject of legends, strictly untruthful, but good enough for the gaping, all-swallowing excursionist.
			The road now traverses the foot of Gowbarrow Park, a rugged upland rising to the left, acquired of late years by the National Trust for preservation to public uses. Here that ancient lord of these parts, Ulpho, whose name is enshrined in that of Ullswater, hunted the deer. His name also appears as "Lyulph," and is perpetuated in that of the tower just mentioned.
7½	Watermillock. Fork of roads, keep left. *Pooley Bridge*, ½ m.	16	Passing Watermillock, and the Brackenrigg hotel, we keep to left at fork of roads. (Right to Pooley Bridge, one half mile.)

Miles from Penrith		Miles from Ambleside	
	Cross the Dacre Beck.		
			Steep ascent to junction of roads from Keswick (fifteen miles left)
1½	Junction with road from Keswick, on left.	22	followed by steep descents.
	Red Hill.		
			Steep final descents into Penrith, past railway station and down Castlegate.
	PENRITH.	23½	(Described, p. 61.)

Route 58. AMBLESIDE TO ULVERSTON

Miles from Ulverston		Miles from Ambleside	
21	AMBLESIDE. *Westmoreland.* Cross the Rotha.		Leaving Ambleside in a south-westerly direction, cross Rotha Bridge and bear left to Clappersgate.
20	Clappersgate. Brathay Bridge. Cross the Brathay.	1	Wayside village. Stone walls enclosing private grounds exclude a good deal of the natural beauties of the scenery. Bear left and cross the river Brathay; the road then running through woodlands, and bearing round to right, with Pull Wyke Bay, on Windermere, close at hand, to the left.
	Enter Lancashire. Cross the Pull Beck.		Crossing the Pull Beck, keep to right at fork of roads, road rising sharply to Barngates inn, whence there follows an undulating run to

Miles from Ulverston		Miles from Ambleside	
	Fork of roads, keep right. UP† *Gradient* 1 in 12.		High Cross. Surface lumpy; rock projecting through it.
18	Barngates Inn.	3	
16	High Cross. *Hawkshead*, 1½ m.	5	

Hawkshead is the queerest, most picturesque town in all Lakeland, dominated by the parish church on the hillside. It is essentially a place for the pedestrian, for most of its streets are really narrow alleys; but still more is it the delight of the artist; for so-styled "improvements" have not yet been introduced to abolish the real old Hawkshead of unconventional white-faced or slate-hung cottages. The Square, the Rialto of Hawkshead, is not so extensive as Trafalgar Square in London, but it looks important beside the surrounding old alleys; and the market-house, the police station, and the Grammar School are seated in it. In the Grammar School Wordsworth received the rudiments of his education; a beneficiary, in common with the other scholars, of the excellent Edwin Sandys, Archbishop of York in the time of good Queen Bess. The church, prominent above, contains the altar-tomb of the parents of this amiable prelate.

	D DOWN *Gradient* 1 in 9. Fork of roads, keep left, keep right.		Resuming the main route to Coniston, the road descends lengthily. Keep left at first fork, and then right at second. Road winds dangerously.
14¼	Waterhead.	6¾	At Waterhead, the head of Coniston Water is reached. Bearing away from the waterside, past the Waterhead hotel, we reach the village of Coniston in half a mile. Very pleasant steamboat trips can be made down the lake from Waterhead pier.
13¾	Coniston.	7¼	The village is one of the smaller and more exclusive among the Lake Country resorts. It stands, it is true, at the terminus of a railway from the Furness district, but the patrons of hydropathic establishments and quiet people who

find an attraction in the memory of John Ruskin who resided so long at Brantwood, near by, are the chief patrons of Coniston, which is really a very outlying district of the lakes, and although but comparatively few miles from Grasmere and Rydal, does not associate itself so readily with Wordsworth and the brotherhood of the Lake Poets. This is, in fact, pre-eminently the "Ruskin Country".

Coniston Water is about five and a half miles long and three furlongs in width, and is largely surrounded with woods, particularly upon its eastern side. The mountains here recede into the middle distance; yet although the Coniston fells, dominated by Coniston Old Man, are two miles from the lake, they form a magnificent background. The "Old Man" derives the rather winsome, familiar name from the inevitable corruption of the origin, "Allt Maen," the lofty height, or, if you like it better, the "lofty altitude". This fine mountain rises to a height of 2633 feet, and from many directions forms the chief feature of the view. It is, for example, the great object in the landscape spread out in front of Brantwood, the residence of John Ruskin for many years, until his death in 1900. It is two and a half miles from Coniston village to Brantwood, on the eastern lake-side, reached past Waterhead and How Head. The house is, however, a private residence, and mementoes of Ruskin may be sought in Coniston itself, in the museum named after him. His grave in the churchyard is surmounted with a Celtic cross, and the inscription, "John Ruskin, 1809-1900".

Miles from Ulverston		Miles from Ambleside	
11¼	Torver.	9¾	Cross the railway bridge at Torver.
	Cross the Torver Beck.		Crossing the Torver Beck, look out for a gate across the road.
	GATE ACROSS THE ROAD. D *Gradient* 1 in 11.		Road descends sharply to the lake. At foot of this descent is another gate across the road.
	GATE ACROSS THE ROAD. D Cross a stream.		Cross a stream. The bridge has recently been improved.

Miles from Ulverston		Miles from Ambleside	
8½	Water End.	12½	Here we approach the southern extremity of Coniston Water and the Lake Bank hotel. Narrow
7½	Blawith.	13½	and winding road; rock projecting through surface.
	GATE ACROSS THE ROAD.		The gate is usually open.
			The road is now neighboured by the little river Crake, which rushes out of Coniston Water and runs parallel, on the left, down to its junction with the river Leven at Greenodd.
6¼	Lowick Bridge. Fork of roads, keep left.	14¾	Keep left at fork of roads.
5	Spark Bridge. Fork of roads.	16	Keep right at fork of roads.
	Gradient 1 in 10.		
4	Penny Bridge.	17	Keep left.
3½	Greenodd. Fork of roads, keep straight on. *Newby Bridge*, 6 m.	17½	Keep straight on at fork of roads. (Left to Newby Bridge six miles, see p. 161.)
	ULVERSTON. (*Market Cross.*)	21	(Described, p. 162.)

ROUTE 59. PENRITH TO WIGTON

Miles from Wigton		Miles from Penrith	
21	PENRITH. *Cumberland.* (*Market Place.*) Cross the		Proceeding in a northerly direction from the Market Place, past the George hotel, having the hotel on right, keep along Middlegate, and bear right and left, and thence up along the Scotland Road.
	Petterill. Fork of roads, keep left.		Keep left at fork of roads. (The right-hand road, along which the telegraph poles go in misleading fashion, is a disused old road.)

Miles from Wigton		Miles from Penrith	
			Easy rise and descent.
19¾	Fork of roads, keep left. *Carlisle*, 16¾ m.	1¼	Keep left at fork of roads. (Right to Carlisle, sixteen and three quarter miles, see p. 63.)
			Descent to railway bridge, and then, after crossing it, sharp ascent. Afterwards level to Hutton.
15¾	Hutton Hall.	5¼	Mansion, incorporating ancient peel-tower in fine park.
	Sharp turn left. *Hutton.*		Very abrupt turn to left after passing Hutton Hall, then sharp turn to right.
	Sharp turn right. Crown Inn.		
	Fork of roads, keep left.		Keep left at fork of roads at Crown inn.
14¾	Unthank.	6¼	
11¾	Fork of roads, keep right. *Caldbeck*, 5 m.	9¼	Keep right at fork of roads. (Left to Caldbeck, five miles, see p. 197.)
	Gradient 1 in 10.		
8¼	Sebergham.	12¾	Locally "Sebbram".
	Gradient 1 in 10.		
	Cross the Caldew.		
	Gradient 1 in 10.		Steep rise.
7¾	Goose Green.	13¼	
5	Rosley.	16	
3¾	Tracentree.	17¼	
2½	Warblebank.	18½	
	Cross-roads, keep straight on.		Keep straight on, over cross-roads.

Miles from Wigton		Miles from Penrith	
	Bothel, ☜ 8¼ m. *Carlisle,* ☞ 10¼ m.		(See pp. 156-157.)
	WIGTON.	21	(Described, pp. 158-159.)

Route 60. WIGTON TO MARYPORT

Miles from Maryport		Miles from Wigton	
15¼	WIGTON. *Cumberland.* (*Market Place.*)		Leaving the town by West Street, keep left at fork of roads in one mile.
14¼	Fork of roads, keep left.	1	
13¼	Waverton. Cross the Waver.	2	
11¾	Leegate House. Cross-roads, keep straight on.	3½	Keep straight on, over cross-roads.
10¾	Scales. Fork of roads, keep left.	4½	Keep left at fork of roads.
9½	Brayton Railway Station.	5¾	On the hilltop to the left is Brayton Hall. Here resided Sir Wilfrid Lawson, ardent teetotaller, who emptied the contents of his wine-cellar in the neighbouring pond. After a long career of teetotal lecturing and Parliamentary work he died in 1906.
7½	Aspatria.	7¾	Pop. 3339. The town takes its name from Gospatrick, who was father of the first lord of Allerdale. The church of St. Kentigern has been rebuilt, but there are ancient monuments of the Musgrave family. Here is an agricultural college. There are coal-mines in the immediate neighbourhood.

Miles from Maryport		Miles from Wigton	
	Keswick, 18½ m. *Silloth*, 9 m.		
	Fork of roads, keep left.		Leaving Aspatria, keep left at fork of roads.
5½	Prospect.	9¾	
4½	Moor End Cottages.	10¾	
3¾	Fork of roads, keep right.	11½	Keep right at fork of roads.
	UP†		
1¾	Crosby.	13½	
	DOWN		
½	Ellengrove Toll House.	14¾	
	MARYPORT.	15¼	(Described, p. 195.)

Route 61. WHITEHAVEN TO SILLOTH

Miles from Silloth		Miles from Whitehaven	
26	WHITEHAVEN. *Cumberland.*		Whitehaven to Lilly Hall fork of roads, as p. 172.
21	Lilly Hall.	5	
	Fork of roads, keep left. *Cockermouth*, 9 m.		Keep left. (Right to Cockermouth, nine miles, see pp. 172-173.)
	D DOWN		Steep descent into Workington.
18	Workington.	8	Pop. 26,092. Almost wholly modern town, with small harbour at mouth of the Derwent, owing its recent developments to expansion of the iron trade. The coal trade, originating in 1650, has declined. Church, greatly modernised, contains monumental effigies of Sir Christopher Curwen and wife, *c.* 1450.

Miles from Silloth		Miles from Whitehaven	
	Cockermouth, 9 m. Cross the Derwent. Fork of roads, keep left. LEVEL CROSSINGS.		(See pp. 179-180.) Leaving Workington, cross the Derwent and then the railway, thence keeping left at fork of roads.
17	West Seaton.	9	Here is a local manufacture of fire-bricks. The road now runs along the seashore, the railway, however, parallel in between.
	LEVEL CROSSING.		Rough colliery level-crossing.
14	Flimby.	12	Pop. 2482. Coal-mining developments.
	LEVEL CROSSINGS. Maryport		Passing Maryport railway station
12¼	Railway Station. Fork of roads, keep left. *Cockermouth*, 7¼ m. Cross the Ellen.	13¾	keep left at fork of roads. (Right to Cockermouth, seven and a quarter miles.)
12	Maryport.	14	Pop. 11,418. Recently developed town, with harbour at mouth of the river Ellen, and floating docks. The tanneries are particularly odorous. The chief industries are coal-getting and iron-making. There are also shipbuilding yards. At Ellenborough, on the Cockermouth road, many discoveries of Roman remains have been made.
11½	Ellengrove Toll House. Fork of roads. keep left.	14½	Leaving Maryport keep left at fork of roads at Ellengrove Toll-house. (Right to Wigton, fourteen and three quarter miles, see pp. 193-194.)

Miles from Silloth		Miles from Whitehaven	
	Wigton, 14¾ m. ☞		
			The road, soon after leaving Maryport, reaches the seashore, and has left behind the industrial and smoky scenes that hitherto have formed the chief features of the Cumberland coast.
7	Allonby.	19	Small village, a sort of distant cousin to a seaside holiday resort, and still as primitive as when Charles Dickens visited and described it in his *Lazy Tour of Two Idle Apprentices*: "Large? No, it was not large. Who ever expected it would be large? Shape? What a question to ask? No shape. What sort of a street? Why, no street." But Dickens was an arrant Cockney, and loved streets.
4½	Old Mawbray.	21½	Road follows the uninteresting shore past Old Mawbray and some few villages and hamlets, to Silloth. Sandhills are the chief feature of scenery.
3	Beckfoot.	23	
1½	Blitterlees.	24½	
	SILLOTH.	26	Small seaport, with docks, at terminus of small branch railway from Carlisle. It is also something of a holiday resort for the Carlisle people, and looks across the sandy estuary of the Solway to Scotland.

Route 62. PENRITH TO HESKET NEWMARKET, CALDBECK, AND BOTHEL

[*This is a rough and arduous route, included only for sake of the literary interest of Caldbeck, etc.*]

Miles from Bothel		Miles from Penrith	
23¾	PENRITH. *Cumberland.*		Penrith to fork of roads in nine and a quarter miles (as Route 59,

Miles from Bothel		Miles from Penrith	
14½	Fork of roads, keep left. *Sebergham*, 3½ m.	9¼	p. 192), where keep left. (Right to Sebergham, three and a half miles, see p. 192.)
	UP†		Steep rise.
	Gradient 1 in 9.		
13½	Brick House.	10¼	
	DOWN		Long steep drop.
	Fork of roads, keep right.		Keep right at fork of roads.
	DOWN		
12¾	BANK END.	11	
	DOWN		Steep descent to river Caldew.
	Gradient 1 in 9. Cross the		
	Caldew.		
	UP†		Steep pitch up into Hesket Newmarket.
11	Hesket Newmarket.	12¾	Decayed market-town. The "new" market was new some centuries ago. The sole visible remains of it in the little street are seen in the structure resembling a cart-shed. This is a little open-sided building with peaked, slated roof supported upon rough stone pillars. A similar building—own brother to this—will be found at Alston.
	Fork of roads, keep right.		Keep right at fork of roads, descending to Caldbeck.
	DOWN		
9½	Caldbeck.	14¼	Village famous as the home of John Peel, hero of the hunting song—

"D'ye ken John Peel, with his coat so grey".

He lived at Greenrigg Farm, and died in 1854, aged seventy-eight years. The song, which has so long become a classic that John Peel himself is generally imagined to be a figure of the seventeenth or eighteenth centuries, was written by one of his friends, John Woodcock Graves, in 1832. The air was already in existence in a rough form, and was afterwards melodised by the choirmaster of Carlisle Cathedral. John Peel was twice married, firstly as a runaway match to Gretna Green. His grave in Caldbeck Churchyard has a stone sculptured with whip, horn, and hound.

Miles from Bothel		Miles from Penrith	
8½	Whelpo.	15¼	Keep straight on, through the village. Here is an early Quaker's meeting-house built, 1698.
			Long rise. The river Whelpo runs along on the right.
7¾	PARKEND BRIDGE. Cross the Whelpo.	16	
	GATE ACROSS THE ROAD.		
6½	Snow Hill Farm.	17¼	
	GATE ACROSS THE ROAD.		
	Fork of roads, keep left.		Keep left at fork of road.
	Ireby Mill.		
3¾	Ireby.	20	

Miles from Bothel		Miles from Penrith	
	Cross-roads, keep straight on. Cross the Cockshot.		Keep straight on, over cross-roads. Road very narrow, but passable.
			Steep rise, with easier descent to Torpenhow.
1¼	Torpenhow.	22½	
	BOTHEL.	23¾	(Described, p. 156.)

Route 63. DERBY TO MATLOCK BATH, BUXTON, AND MANCHESTER

Miles from Manchester		Miles from Derby	
62¾	DERBY. *Derbyshire.* (*Market Place.*) Fork of roads, keep right. *Quarndon,* 3½ m.		Leaving the town by Irongate (electric trams), narrow thoroughfare, Queen Street, and King Street, keep right at fork of roads into the Duffield road, leaving the tram route. (Left to Quarndon, three and a half miles.) Sharp rise.
60¾	Allestree.	2	Church has been overmuch "restored". Numerous monuments of Mundy family of Markeaton.
58¼	Duffield.	4½	The much-restored church contains altar-tomb with effigies, Sir Roger Mynors and wife, 1536. Monument to Anthony Bradshaw, 1600, with two wives and twenty children. Curious acrostic epitaph.
	Fork of roads, keep right. Cross the Ecclesbourne. *Wirksworth,* 8¾ m.		Keep right at fork of roads. (Left to Wirksworth, eight and three quarter miles.) Wirksworth church is a very fine and picturesque Early English

Miles from Manchester		Miles from Derby	
			church, with quaint, little, undersized spire, cresting a large tower. This decayed old market-town is associated with George Eliot and *Adam Bede*.
55¾	Milford. Cross the Derwent.	7	Cotton mills here. Crossing the Derwent, the road runs parallel with the river to Belper.
54¾	Belper.	8	Pop. 11,000. Originally "Beaurepaire," so-called from its pleasant situation beside the beautiful Derwent. The small but interesting chapel of St. John is Early English, *c.* 1250. It was long used as a school. Belper has been the seat of busy cotton-mills since 1776, when Jedediah Strutt established the mills. The Strutts have now risen to wealth and landed dignity, and own the title of Baron Belper, conferred upon Henry Strutt, 1856.
52½	Ambergate.	10¼	Railway junction, amid scenes of great beauty, where the river Amber joins the Derwent.
	Fork of roads, keep left. *Ripley*, 4¾ m. ☞		Keep left at fork of roads. (Right to Ripley, four and three quarter miles, see pp. 288-290.)
	Cross the Amber.		Cross river Amber.
			The road runs through Alderwasley Park, and proceeds with easy rise and fall to Whatstandwell, running between the Cromford canal, on right, and the Derwent, which, bearing left, we now cross.
50½	Whatstandwell.	12¼	The hamlet of Whatstandwell is a division of the parish of Crich, a village up on the hills to right. The strange name has caused an

Miles from Manchester		Miles from Derby	
			appreciable amount of brain-fag among inquiring persons who are piqued by the oddity of it. It derives from one Walter Stonewell, who towards the close of the fourteenth century built the original bridge across the Derwent.
50¼	Fork of roads, keep right. *Wirksworth*, 3 m.	12½	"Crich Stand" is the name of the tall tower, conspicuous on the hill-top on right.
			Easy rises and descents to Cromford, with the Derwent on right.
47¼	Cromford.	15½	Here Richard Arkwright in 1771 founded the first cotton-mill in England, and cotton-spinning was long the source of Cromford's prosperity. It is now a thing of the past, and the mills are now devoted to other purposes.
	Ashbourne, 14 m.		(See pp. 310-311.)
46¼	Matlock Bath.	16½	Pop. 13,100. The town of Matlock Bath is the centre of the numerous local Matlocks which it requires a good deal of expert knowledge to adequately comprehend. There are Matlock Bridge, Matlock Green, Matlock Dale, Matlock Bank, and possibly half a dozen others. But the real original and prime centre of all these is Matlock Bath, whose fortunes began early in the eighteenth century, when its healing waters first attracted the London fashionables and enervated pleasure-seekers. It was indeed in 1698 that the beneficial nature of the warm springs was first locally appreciated, and in the course of the succeeding half-century they drew great numbers of visitors, and in time rivalled even such old-established spas as those of Bath and Cheltenham, as the literature of the eighteenth and the first half of the nineteenth centuries proves. To-day, the enormous growth of Matlock and its surrounding residental districts has entirely changed the outlook, and Matlock no longer relies to any great extent upon its baths, although those singular inventions of the Victorian Era, the "hydropathic establishments," abound, more especially in the neighbourhood of Matlock Bridge. Matlock nowadays relies to a greater degree upon its fine natural scenery and its

air. But it is woefully exploited, and terraced villas and private grounds everywhere hem in the view. It would, however, be impossible to destroy the beauty of this deep and narrow valley through which the sparkling Derwent runs foaming between the lofty crags and limestone pinnacles that make the fortune of the district in the picturesque way, or lazes idly in deep, dark pools where the fierce pike lurks.

Hotels: Royal Hotel and Baths (garage). Motor repairs: E. Williams & Co., Ltd.

Miles from Manchester		Miles from Derby	
			The road between Matlock Bath and Matlock Bridge winds beneath Masson, 800 feet, and the Heights of Abraham, on left, and the river, with that foremost feature of this vale, the precipitous limestone High Tor, rising 400 feet from the opposite shore.
45	Matlock Bridge.	17¾	Pop. 8700. Town of residential villas, boarding-houses, and hotels, on either side of the Derwent. The wooded hills hide a proportion of the villas that abound here. In the rebuilt church remain some old "funeral garlands".
	Fork of roads, keep right. *Winster*, 4 m. Cross the Derwent.		Keep right at fork of roads (left to Winster, four miles), and cross the Derwent.
	Cross roads, keep left. *Chesterfield*, 10 m. straight on.		Having crossed the bridge, turn immediately left at cross-roads. (Straight on to Chesterfield, ten miles, see pp. 308-309.)
			The scenery now undergoes a change of the completest. Instead of craggy heights hemming in road and river a pleasant vale opens with widespreading pastures. This is Darley Dale.

Miles from Manchester		Miles from Derby	
42¼	Darley.	20½	Darley church, on left, is delightfully situated, with the sudden rise of the lofty Oaker Hill for an effective background. The church, chiefly of thirteenth and fourteenth centuries, contains an interesting series of incised sepulchral slabs of the Rollesley family, 1513-1535. Also effigy, thirteenth century, of John de Darley. The east window is a flaming composition by Burne-Jones, representing the *Song of Solomon*. The magnificent ancient yew tree in the churchyard is considered to be over 2000 years old. Its circumference at four feet from the ground is thirty-three feet.
	Turn left.		Turning sharp to left on approaching Rowsley, cross the railway bridge, and then the river Derwent.
40¼	*Chatsworth*, 2¼ m. straight on. *Baslow*, 4¾ m. and *Sheffield*, 16½ m. Cross the Derwent.	22½	(See pp. 212-213.)
40	Rowsley.	22¾	Passing Rowsley railway station and its sidings, we immediately enter the village or hamlet. The dust of the limestone roads has recently been abated by tar-spraying and dressing with granite chips. Rowsley is an ideal spot, and it has a quite delightful old inn, the "Peacock," a stately seventeenth century house, dated 1652, originally the mansion of the Stevenson family. It became an inn, 1828. The "Peacock" is the badge of the Manners family, Dukes of Rutland, who divide the territorial honours in these parts with the Dukes of Devonshire. There is a delightful garden behind the house. On a window in one of the rooms we read the following scratched on the glass with a diamond :—

"*Whene'er I see a man*
Who has written his name on glass,
I know he owns a diamond ring,
And his father owns an ass."

This satirical person has wisely refrained from adding his *own* name and thus enrolling himself among the asinine. The rivers Wye and Derwent here join forces. The trout fishing is excellent.

Miles from Manchester		Miles from Derby	
	Cross the Wye.		
39	Fork of roads, keep right. *Youlgreave*, 2 m.	23¾	Keep right at fork of roads. (Left to Youlgreave, two miles, see pp. 211-212.)
38¼	Haddon Hall.	24½	Haddon Hall, one of the most intensely romantic mansions in England, and at the same time one of the most artistically satisfying and architecturally interesting, now comes in sight, upon the right, rising amid its terraced gardens, and with a lovely background of wooded hills, on the other side of the river Wye; a thing of beauty and of winsome peace.

It is a common mistake, made, of course, by those who have never actually visited Haddon, to speak of it as a "ruin". That is by no means the case. It ceased, indeed, to be a residence so far back as 1703, but only because its owners, the Dukes of Rutland, preferred the immense state of Belvoir Castle to the greater comfort and beauty of this most characteristic old English home. The existing building was the work of the Vernon family, who acquired the estates from the Avenells by marriage, *c.* 1150. Some Norman walls remain, and the chapel is of thirteenth to fifteenth century, but Haddon Hall, as a whole, is an early sixteenth century mansion, with early seventeenth century additions, largely in the direction of the Long Gallery, the gardens, and terraces. The Hall is far too large for detailed description here. It will be sufficient to remark that a considerable portion of the intimate belongings of

its olden lords remains, and that the tapestries, the panellings, the kitchen details, etc., are all of the highest interest. Most of the Hall is shown, and very many hundreds of tourists annually avail themselves of the privilege; largely, no doubt, because of the romance of Dorothy Vernon, heiress of Sir George Vernon, who is supposed to have eloped with Sir John Manners, second son of the Earl of Rutland, in the sixteenth century. The truth of this legend has been asserted, denied, reasserted, and again denied, and no one can tell whether it be with foundation, or not; but, however that may be, the visitor is confidently shown the doorway upon the terrace, and the steps down which she hastened with her gallant knight while the festivities and the dancing were proceeding within :—

> "*Here be the very stones themselves, that tell*
> *What other documents, forsooth, would'st ask?*
> *Go to! The trees, the leaves, the lawns, the lichened steps,*
> *Proclaim its very truth* ——."

And those are the only evidences the average tourist will need. The main point is that Dorothy Vernon, heiress to Haddon Hall, married John Manners, and thus brought the property into the hands of the present owners.

Miles from Manchester		Miles from Derby	
36¾	Bakewell.	26	Originally "Badecanwillan"; a Saxon name referring to the warm springs that well out of the ground.

Market-town, anciently the chief place in the High Peak district. It is still a town with a very decided character of its own, and quaintly sits beside the Wye, at the approach to the draughty stark heights of Buxton. Bakewell church and Bakewell puddings are the chief themes upon which Bakewell's local patriotism loves to dwell. Both are, indeed, admirable. If you are of Dr. Johnson's way of thinking upon these matters, you will probably better enjoy the spiritual and architectural beauties of the first after testing the carnal delights of the second. The church, although suffering from the errors of restorers whose zeal was not according to knowledge, is still a noble structure, with tower and lofty spire, transepts and lofty clerestoried nave. In the Vernon Chapel is the altar-tomb of Sir George Vernon, 1567, and two wives, with effigies. Monument of Sir John Manners, 1611, and his wife, Dorothy, 1584, with kneeling effigies; together with numerous others, all of great interest. In the churchyard is a very fine Saxon cross, ten feet high.

Curious epitaph on Philip Roe, 1815 :—

"*The vocal Powers here let us mark*
Of Philip, our late Parish Clerk.
In Church none ever heard a Layman
With a louder Voice say 'Amen'.
Oh! none with Hallelujah's sound,
Like him can make the Roofs resound," *etc.*

Leaving Bakewell, bear left, round the front of the "Rutland Arms" hotel and then right.

Miles from Manchester		Miles from Derby	
	Sheffield, 17 m.		(See pp. 236-238.)
	Monyash, 4½ m.		
	Longnor, 8½ m.		
	UP†		
34½	Ashford-in-the-Water.	28¼	Village charmingly situated beside the Wye. The church, rebuilt 1870, except the tower, contains five old "funeral garlands," dating from 1745 to 1820, suspended from beams in the north aisle. Note also those at Matlock Bridge. They are of paper, and were prepared to carry in advance of the funeral processions of the young unmarried girls whom they commemorate. The custom was once very prevalent. It is still maintained at Abbot's Ann, Hampshire. (See Vol. I., p. 363.) Jacobean pulpit. Sculptured Norman tympanum over south door. A curious fossil is to be seen in a small shop on the right, just before reaching the church. Legend says that some 400 years ago a wild duck was seen to fly into a hollow tree and not to return. Two years ago this tree was cut down. Two of its planks bear the impress of the figure of a duck-like bird.
	Monsal Dale, 1½ m.		Monsal Dale, on the right of the road, well repays those who can find time and inclination to drive the one and a half miles to that lovely stretch of wood, water, and limestone crags along the river Wye. It is suggested that to drive from Ashford-in-the-Water,

Miles from Manchester		Miles from Derby	
	Longstone, 2 m. ☞ *Tideswell*, 5 m. ☞		along the Longstone road and up to Dale Head, where the "Bull's Head" inn stands, would make an excellent motor trip. Thence, sending the car back to Ashford, and along the Buxton road for one and a half miles, and taking the two miles' walk up the Dale to rejoin it, a very pleasant round is to be made.
	Longnor, ☜ 8 m.		A thriving local industry is the quarrying, working, and polishing of a fine local black marble. After passing the Church bear sharp right and then sharp left.
			Long rise, growing steep, to Taddington, situated up on the bleak limestone heights.
	Cross the Wye.		
30½	Taddington.	32¼	Large church, with lofty spire and clerestoried nave; chiefly fourteenth and fifteenth centuries. It must always have been immensely too large for this village. Ancient stone reading-desk, or Gospel lectern, in chancel wall. Other examples in Derbyshire are at Spondon, Crich, and Chaddesden. Brasses: Richard Blackwall, 1505, and wife, Agnes. Taddington is 1093 feet above sea-level.
28¼	Topley Pike. *Tideswell*, 5½ m. ☞	34½	
			Steep descent, then level.
24½	Buxton.	38¼	Pop. 10,181. Buxton, described as being "nearly 1000 feet above sea-level, and the highest

market-town in England," has a rival in Alston, Cumberland, which is 960 feet. It has not the appearance of being altogether so highly placed, the surroundings consisting of hills yet higher. They are, however, less hills than the lofty moors and limestone uplands which constitute the Peak district. They rise to considerable altitudes, but rarely have characteristic mountain outlines, and are apt to be extremely dreary. If Buxton chose to plume itself upon its antiquity as a healing spa, it could vie almost with Bath itself, for the Romans, who mined for lead on these heights, knew these chalybeate springs, and if they also suffered from rheumatism, as they probably did, considering the kind of costume they wore, must have greatly welcomed them. It is a little shocking to romantic ideas, but Mary Queen of Scots suffered from "the rheumatics" almost as badly as any poor old charwoman. She, however, acquired it in her bones from long years of imprisonment in cold castles, and was graciously permitted by Queen Elizabeth to occasionally alleviate her aches by treatment here. In fact, Buxton, in the reign of Good Queen Bess, was rather a fashionable resort. A Well of St. Anne, to whom in mediæval times the virtues of the waters were ascribed, was destroyed in the Reformation period, and the small church of St. John, still existing, was built 1625. There are now, of course, numerous churches and chapels, of every denomination, for Buxton has grown greatly, is growing, and will still grow. The town almost wholly belongs to the Duke of Devonshire, whose ancestor, in 1780-84, made the excellent speculation of building that prominent architectural feature, The Crescent. In the Crescent a Roman bath has recently been unearthed.

The numerous public buildings and select places of amusement, together with the public gardens and the more recent grand hotels and sanatoria, represent the final triumph of an up-to-date civilisation over rather difficult surroundings.

Hotels: Buxton Hydro Hotel (garage); Peak Hydro; Palace (garage); Crescent; St. Anne's (garage). Motor repairs: Hodgkinson & Son, Market Place.

Miles from Manchester		Miles from Derby	
	Congleton, 16¼ m.		
	Leek, 12 m.		(See pp. 8-10.)
	Castleton, 10¾ m.		

Miles from Manchester		Miles from Derby	
	Sheffield, 27 m.		
			Leaving Buxton, turn right past the Old Hall hotel, and then to right, and again left, road rising.
	Fork of roads, keep left.		At fork of roads in one quarter mile, keep left.
			Road rises, occasionally steep.
22¾	Fork of roads, keep right.	40	Keep right at fork of roads.
			Rise and long descent to Whaley Bridge, across the lonely moors.
17¼	WHALEY BRIDGE. Cross the	45½	Inn ("White Hart") and hamlet, on river Goyt. Here the road from Chapel-en-le-Frith joins, on right.
	Goyt. *Enter Cheshire.*		
	Junction of road from Chapel-en-le-Frith, on right.		
	Furness Vale		
16	Railway Station.	46¾	
13½	Disley.	49¼	
10	"Rising Sun" inn: Hazel Grove.	52¾	
	Junction of road from Macclesfield, on left.		Here the road from Macclesfield joins, on left.
	MANCHESTER. (*St. Anne's Square.*)	62¾	(Hazel Grove to Manchester, as pp. 49-50.)

Route 64. ASHBOURNE TO CHATSWORTH AND BASLOW

Miles from Baslow		Miles from Ashbourne	
21¼	**ASHBOURNE.** *Derbyshire.*		Proceeding past the church, along the Buxton road, road rises a short, steep pitch, and then goes in long descent; rising and falling
	Gradient 1 in 8.		to Fenny Bentley.
19¼	Fork of roads, keep left. *Cromford*, 11¾ m. ☞	2	Keep left at fork of roads. (Right to Cromford, eleven and three quarter miles.)
19	Fenny Bentley.	2¼	In the church is a peculiarly odious altar-tomb with effigies to Thos. and Agnes Beresford, *c.* 1560. The effigies, and the smaller figures of twenty-one children, are represented in shrouds. The old manor-house of these Beresfords, now a farmstead, is near by. It retains an ancient fortified tower.
			Road goes straight ahead, up long continuous incline.
	Thorpe Cloud, 1½ m. *Ilam*, 2¾ m.		These villages, situated in the world-famed Dove Dale, are to be reached by a number of roads to the left of this rather desolate highway, and afford, together with the beauties of the exquisite valley of the river Dove, the completest contrast with it. Dove Dale was one of the resorts of that patron of all anglers, Izaak Walton.
18¼	*Tissington.* ☞	3	The village, on right, reached by a beautiful lime-tree avenue, has a fine church, chiefly Early Norman, with sculptured tympanum over south door. Many monuments of Fitzherbert family. The village of Tissington has a considerable celebrity for the annual "Well-dressing" festival, observed at Ascension-tide, when the five principal wells are most elaborately decorated with flowers, mosses, leaves, etc., wrought with great care and ingenuity into patterns and artistic devices frequently incorporating religious texts. The observance is often ascribed to a devotional and thanksgiving origin, to com-

memorate the passing of the pestilence called the "Black Death," in 1350, when Tissington is said to have escaped the visitation owing to the purity of its springs. But it is probably a survival of the prehistoric pagan welcoming of the spring. However that may be, it has now become a religious festival and the occasion of church services and processions. Tissington Hall, the old home of the Fitzherberts, is a large and beautiful Elizabethan mansion.

Miles from Baslow		Miles from Ashbourne	
15¾	New Inn.	5½	
12	Newhaven Inn.	9¼	The great four-square "Newhaven" inn, standing at the cross-roads, was built in the old coaching and posting days, which were thought likely to last many generations. When railways came the inn fell upon evil times, and now is far too large for the needs of the road.
	Fork of roads, keep right. *Buxton*, 10¾ m.		Keep right at fork of roads. (Left to Buxton, ten and three quarter miles, see pp. 213-214.)
9	Middleton.	12¼	
8½	Youlgreave.	12¾	The church is partly Norman. Monuments include altar-tomb with effigy, Thomas Cokayne, 1488, and mural monument to Robert and Joan Gilbert, 1492. The very remarkable font belongs properly to Elton, which cast it out many years ago. It was retrieved, 1838, and taken better care of here, and eventually Elton, appreciating it more justly, desired its return, which was refused. Elton now possesses a modern copy of the original. The font is a twelfth century work, sculptured with a dragon. A curious feature is the projecting lip on one side of the bowl, considered to have formed a holy-water stoup. The east window is a fine example of the stained-glass work of Burne-Jones and Morris.
	DOWN		Road descends smartly to Alport Bridge, where the river Lathkill
8	Alport Bridge. Cross the	13¼	is crossed. This is a short, but steep and twisty hill which should be taken with great care. On left is the beautiful Lathkill Dale. "The Lathkill is the purest and
	Lathkill.		

Miles from Baslow		Miles from Ashbourne	
	Lathkill Dale		most transparent stream that ever I saw, at home or abroad, and breeds the reddest and best trout in England."—CHARLES COTTON.
6¼	Junction with Bakewell road, on left, keep right. *Bakewell*, 2¼ m. Cross the Wye.	15	At junction with Bakewell road keep right. (Left to Bakewell, two and a quarter miles, see pp. 204-205.)
5½	Rowsley. Turn left. Cross the Derwent.	15¾	(Described, p. 203.) Turn to left in Rowsley at "Peacock" hotel, and cross the Derwent, passing railway station, and keeping left to Beeley.
3¾	Beeley.	17½	
3¼	Chatsworth Park. (South Lodge.)	18	
1¾	Edensor. *Chatsworth.*	19½	Edensor is a "model" village, standing at the gates of ducal Chatsworth, and looks supremely formal and uncomfortable, after the usual manner of model villages. The church was rebuilt, 1867, by Sir Gilbert Scott, and the old materials used in the rebuilding. It was considered that the Norman and fourteenth century work thus hashed up was thus shown to better advantage than the ancient craftsmen knew how to secure, but there are those who think otherwise.

The monuments are very fine and interesting, and include those to Henry Cavendish, died 1616, and William Cavendish, first Earl of Devonshire, died 1625, son of the famous "Bess of Hardwick". Here also is a brass, with long inscription, to John Beton, died 1570, confidential servant of Mary Queen of Scots during her imprisonment.

Chatsworth is an example of that passion for building huge and stately palaces, in which no one can live in ordinary

domestic comfort, which afflicts dukes. The vast pile stands in a great park, ten miles in circumference. In the Hall, begun by Sir William Cavendish, 1550, and completed by his widow, the masterful "Bess of Hardwick," and long since demolished, Mary Queen of Scots was long kept in custody. The present cold and stately Chatsworth House was begun, 1687, by the fourth Earl and first Duke of Devonshire. It was not completed until 1706; and the sixth Duke, being seized with the old brick-and-mortar mania, began in 1820 to add to a palace already uncomfortably vast. These works occupied twenty years.

Queen Mary's Bower, a quaint building encircled by a moat, is seen on approaching the house. It is a relic of the older Chatsworth, and was the spot to which the Queen of Scots frequently retired for meditation.

The rectangular Palladian mass of Chatsworth, although undeniably very fine in its own particular architectural style, impresses every critical visitor with the complete unsuitability of that style in which it is designed for the position it occupies. It is, in effect, a town mansion, incongruously seated in the country. Chatsworth is a very treasure-house of art in the form of paintings, sculpture, etc., and is occasionally shown by courtesy of the Duke of Devonshire. Many hundreds of visitors annually avail themselves of the privilege.

Miles from Baslow		Miles from Ashbourne	
	Fork of roads, keep right. *Bakewell*, 2¾ m.		Resuming the road from Edensor, and emerging from the park gates, road rises. Keep to right at fork. Road then falls, and proceeds easily to Baslow.
	BASLOW.	21¼	

Route 65. ASHBOURNE TO BUXTON

Miles from Buxton		Miles from Ashbourne	
20	ASHBOURNE. *Derbyshire.*		Ashbourne to Newhaven inn fork of roads, as pp. 210-211.
10¾	Newhaven Inn. Fork of roads, keep left. *Rowsley*, 6½ m.	9¼	Keep left at fork of roads. (Right to Rowsley, six and a half miles, pp. 211-212.)

Miles from Buxton		Miles from Ashbourne	
			Repeated long undulations from Newhaven inn, the road proceeding along a very fine limestone highway, very fine as a running road, but bleak, proceeding as it does along a lofty plateau. The beautiful valley of the Dove, dividing Derbyshire and Staffordshire, is scarce two miles on left, but no indication of it is found along this hard-featured, lonely highway.
9½	*Hartington*, 2 m.	10½	Hartington is a small, forgotten market-town, deep down beside the Dove in a hollow amid the hills. The church, which stands apart from the town on a hill of its own, is a transeptal Decorated and Perpendicular building.
8	Parsley Hay. *Bakewell*, 6½ m.	12	If this road to Bakewell be followed for about one mile, a small farm will be observed on the right, a short distance away. Past this a path leads to Arborlow, the remains of a large Druidical circle. The larger number of the trilithons, together with the heelstone, or gnomon, although fallen are still to be seen. This circle is said to be the next best example after Stonehenge in England.
6	Hurdlow Inn.	14	Long undulations.
5	"Duke of York" inn.	15	
			Road repeatedly rises and falls, and then descends steeply into Buxton.
	BUXTON.	20	(Described, p. 207.)

Route 66. BUXTON TO MACCLESFIELD AND KNUTSFORD

Miles from Knutsford		Miles from Buxton	
23	BUXTON. *Derbyshire.* (*G.P.O.*)		Leaving the General Post Office, proceed along St. John's road, road rising to Burbage, where keep left at fork.
22¼	Burbage. Fork of roads, keep left.	¾	Road rises continuously.
21¾	Fork of roads, keep right. *Leek*, 10¾ m.	1¼	Keep right at fork of roads. (Left to Leek, ten and three quarter miles, see pp. 8-10.) Road still rises, and then descends to fork of roads, where keep
19½	Fork of roads, keep right. *Bosley*, 8 m. *Enter Cheshire.*	3½	right. (Left to Bosley, eight miles.) Long rise to "Cat and Fiddle" inn.
18¼	"Cat and Fiddle" inn.	4¾	Lonely wayside inn, of commonplace, not to say ugly, appearance. But it is a house of considerable celebrity, commonly reputed to be the "highest inn in England". It is not so, the "Tan Hill" inn, upon Stainmoor in Yorkshire, being situated 1727 feet above sea-level, while this occupies the second place, with an altitude of 1690 feet. A weird stone sculpture of a cat playing a fiddle is built into the front of the house. The spot, although so bleak and cheerless, is greatly resorted to, as a matter of curiosity, by afternoon visitors from Buxton in summer. In winter it is a very good place not to visit, and even a rainy day in summer up here is a deplorable incident. A magnificent run down into Macclesfield follows, of seven and a quarter miles, with but one short intermediate rise. The descent is winding in places, but not dangerous, except perhaps at the "Setter Dog" inn, if care is observed. The grey depths of the Goyt valley on left, and the sombre hills and moorlands form a most eerie spectacle.

Miles from Knutsford		Miles from Buxton	
14	"Setter Dog" inn.	9	Road bends left and right, past the inn.
	D Cross Macclesfield Canal.		Crossing the Macclesfield canal, and under railway, where the road is paved with stone setts, keep round to left of the station to Water Green. Thence along Sunderland Street, bending to right along Mill Street to Macclesfield market-place. Alternative: Leave railway station on left, bear left round it, then right, up Church Street, and straight on to Market Place.
11	Macclesfield. (*Market Place.*)	12	(Macclesfield described, p. 48.)
	Leek, 13 m. *Manchester*, 19¼ m.		(See pp. 46-50.)
	Congleton, 8 m. *Whaley Bridge*, 8¼ m. *Allgreave*, 5¾ m.		(See pp. 79-81.)
			Leaving Macclesfield from market-place, keep along Chestergate, and thence left, into Chester road.
9½	Broken Cross.	13½	
6¼	Monk's Heath.	16¾	
	Cross-roads, keep straight on.		Keep straight on at cross-roads.
	Congleton, 8 m. *Manchester*, 16½ m.		(See pp. 12-15.)

Miles from Knutsford		Miles from Buxton	
5¼	Chelford.	17¾	
	Cross-roads, keep straight on. *Holmes Chapel*, 6¾ m. *Alderley Edge*. 4 m.		Keep straight on.
4¾	Chelford Railway Station.	18¼	
			Easy descent into Knutsford.
	KNUTSFORD.	23	(Described, p. 23.)

Route 67. DERBY TO SHEFFIELD AND LEEDS

Miles from Leeds		Miles from Derby	
70	DERBY. *Derbyshire.* (*Market Place.*) Cross the Derwent. Cross the Canal.		(Derby described, Vol. III., p. 31.) Proceeding from Derby out of market-place by Derwent Street, cross river Derwent and the canal. When over canal bridge, turn immediately left, and then right at fork into Mansfield Road. At next fork keep left, into Alfreton Road.
69	Little Chester.	1	Here was formerly a Roman station.
	Fork of roads, keep left. *Heanor*, 8 m.		Keep left at fork of roads. (Right to Heanor, eight miles, see pp. 253-254.)
66	Little Eaton.	4	
64¾	Coxbench.	5¼	
	LEVEL CROSSING.		
63¼	Kilbourne.	6¾	
62½	Smithy Houses.	7½	
	LEVEL CROSSING.		
61	Marehay.	9	

Miles from Leeds		Miles from Derby	
60½	Ripley. *Nottingham*, 14¾ m. *Ambergate*, 4¾ m.	9½	(See pp. 286-289.)
	DOWN		Descending from Ripley market-place, keep to right, and pass the church, thence turning to left, and proceeding in long, steep, and winding descent past Butterley Reservoir.
	Keep right. Keep left.		
	DOWN		
59½	Butterley Railway Station.	10½	
	UP †		
58½	Swanwick.	11½	
	DOWN & UP		
57½	Heckley. *Wirksworth*, 10 m.	12½	
57	Alfreton.	13	Pop. 17,505. Ancient market-town, formerly seat of coarse pottery manufacture and stocking-knitting; now grown largely through expansion of neighbouring collieries and ironworks. Church, beside Alfreton Park, is chiefly Decorated.
	Crich, 5 m. *Mansfield*, 9¼ m.		
	DOWN & UP		Steep, dangerous descent, followed by long, easy incline to Shirland.
	D *Gradients* 1 in 9.		
55	Shirland.	15	Church is Perpendicular. Tomb-niche north wall of chancel, of fifth Lord Grey de Wilton, died 1396. The effigy has disappeared. Monument north aisle, with incised figures of John Revell, 1537, and family.
	UP †		

Miles from Leeds		Miles from Derby	
54½	Higham.	15¾	
53	Stretton.	17	Prettily-situated village, commanding good views from the steep escarpment, running north and south, on which it is placed.
	Oblique cross-roads, keep straight forward. *Tibshelf*, 4 m. ☞ *Kelstedge*, ☜ 4 m.		Oblique cross-roads. Keep straight forward.
51½	Clay Cross.	18½	Black and busy colliery and ironworking town.
50	Cross-roads, keep straight on. *Wingerworth Park and Manor*, ☜ 1½ m.	20	Keep straight ahead, over cross-roads, Wingerworth Park is then on left, along the road to Chesterfield.
49½	Cross-roads, keep straight on.	20½	Straight ahead, over succeeding cross-roads.
47½	Baythorpe.	22½	
46¼	Chesterfield. (*Market Place.*)	23¾	Pop. 37,406. The approach to Chesterfield is infested with railway arches and viaducts, and a grim blackness pervades the scene, this being the centre of a busy coalfield. The old part of the town occupies a commanding knoll, with the church on the highest point. Here the streets are steep, crooked, and narrow, and are paved with setts, and lined with old red brick mansions of considerable architectural dignity. The changes in the circumstances of the town, which have made it a busy industrial place, have reduced most of these seventeenth and eighteenth century houses to the condition of tenements. In midst of these scenes stands the ancient church of All Saints. The building is a large one, chiefly in the Decorated style, cruciform in plan, with

transepts and central tower, crowned by the spire whose crookedness is a byword. This rises to a height of 228 feet. It is of timber, covered with lead. It leans very markedly, as well as being twisted, being six feet out of plumb towards the south, and four feet four inches to west. The effect is peculiarly weird, not to say satanic; and is very much more impressive to the beholder than it appears in illustrations. The cause of this remarkable disfigurement is the warping of the timbers to the sides where the sun's rays strike with greater force. But Chesterfield has undoubtedly gained a greater fame through the accidental circumstance than from any other source; and the townsfolk are rather proud than otherwise of this architectural deformity.

The Foljambe Chapel, on south of chancel, contains numerous monuments of that old family. Here is what appears to be the jawbone of a whale, said in popular legends to be a rib of the traditional Dun Cow slain by Guy, Earl of Warwick.

George Stephenson resided for many years at Tapton House, Chesterfield, and is buried in Trinity Church.

Hotel: Portland (garage). Motor repairs: Cavendish Motors, Limited (garage).

Miles from Leeds		Miles from Derby	
	Gainsborough, 33½ m.		(See pp. 315-319.)
	Manchester, 44 m.		(See pp. 311-314.)
	Ashbourne, 12¼ m.		(See pp. 1-3.)
	Newark, 32½ m.		(See pp. 290-295.)
	Fork of 3 roads, take centre road.		Leaving Chesterfield market-place, proceed along High Street
	Fork of 3 roads, take centre road.		(electric trams) and Burlington Street to fork of three roads. Here take centre road—Cavendish Street—to Holywell Cross, another fork of three roads. Here again take centre road.
	Fork of roads, keep right.		At succeeding fork keep right to Whittington Moor. This is a dismal colliery district.
44½	Whittington Moor.	25½	
	Fork of roads, keep left.		Keep left at fork of roads.

Miles from Leeds		Miles from Derby	
43¾	Sheepbridge. *Whittington.* ☞	26¼	Here stands the modern representative of the "Cock and Pymat" inn, at which the members of a conspiracy to overthrow James II. met in 1688.
42	Unstone.	28	
40	Dronfield.	30	Grimy town, amid collieries. The church, grown very black with sooty deposits, is Decorated and Perpendicular, with lofty spire. A vestry or sacristy, on two floors, on north side of chancel, is an unusual feature. Here is a chained copy of Bishop Jewell's *Apology for the Church*, 1569. Brasses, including one showing demi-effigies of two brothers, Thomas and Richard Gomfrey, priests, 1399, and some examples in memory of Fanshawe family. Alabaster effigy, Sir Richard Barley, fifteenth century.
	Fork of roads, keep right.		At fork of roads, leaving Dronfield, keep right.
38	Beauchief. *Beauchief Abbey,* ☜ 1 m.	32	Ruins of Beauchief Abbey are situated in a charming vale. This was a Premonstratensian house, founded, *c.* 1175, by Robert Fitz Ranulph. Comparatively little is left, the ruins having served as a quarry for building Beauchief Hall, about 1676. The thirteenth century western tower is a picturesque feature, and a small portion of the nave still exists.
37¼	*Norton.* ☞	32¾	The village of Norton is chiefly

Miles from Leeds		Miles from Derby	
			notable for the fact that Sir Francis Chantrey, sculptor, was born here, 1781. He was of humble origin, his father having been a carpenter. He died 1842, and was buried in Norton churchyard.
37	Norton Woodseats. *Enter Yorkshire.*	33	
35½	Heeley.	34½	Electric tramways begin.
34	SHEFFIELD. (*Town Hall.*)	36	Pop. 454,653. Sheffield is commonly supposed to take its name from the Sheaf, one of the four streams which here flow into the river Don. None of them is of any size. The others are the Porter, the Rivelin, and the Loxley. But it has been argued that this derivation is utterly unfounded. It is in Domesday "Escafeld," a name thought to signify the field or vale where the waters ("esca") of the five rivers converged. Another, and perhaps the better, view is that it was originally "Shawfeld," the field or vale of the "shaws," or woods; that is to say, the "wooded plain, or vale," and that when the Normans came and found themselves unable to pronounce the Saxon "Sh," they transmuted the name to "Escafeld". Sheffield is the capital of the district known as Hallamshire, and has from early times been famous for the excellence of its cutlery, Sheffield "whittles" finding mention in Chaucer :—

"A Sheffield thwytel bare he in his hose."

The city (for it was elevated to that dignity in 1897) is now the most important place of manufacture of cutlery in the world. It is situated in a vale originally picturesque, and is still surrounded by wooded hills of great beauty, but Sheffield itself has long been a byword for filthy factory smoke and all-pervading grime. An improvement, both in this respect and in the widening of the miserable lanes and the rebuilding of the mean houses which once characterised Sheffield, has been marked of late years, and there is now evident a consciousness of municipal dignity which was formerly altogether to seek. This feeling

received a great impetus with the opening of the stately new Town Hall in 1897, and the making of Sheffield's chief magistrate a "Lord" Mayor. But if the very centre of Sheffield is thus markedly changed, the immediate surroundings are perhaps blacker than ever, and the Don is certainly no less Stygian a stream. The district under these exceptionally grimy circumstances oddly named Brightside vies with the Attercliffe and Tinsley surroundings for blackness and squalor.

Sheffield keeps and increases its pre-eminence in the cutlery trade by sheer inherited ability in craftsmanship and by the force of tradition. The ironstone found in the neighbourhood is but of inferior quality, and recourse is now had to the importation of Swedish charcoal-smelted iron, and to that made from the hæmatite ores of Furness and Spain for the manufacture of the best steel. Nor is there any individual quality in the water of the Don used in the making of steel which would give any advantage. The more remarkable, therefore, the continued and increasing repute and prosperity of this great home of the cutlery manufacture.

The Cutlers' Company is, of course, one of the most important public bodies in Sheffield, and the annual feast given in Cutlers' Hall is a great occasion. The term "cutlery" covers an amazing variety of articles, and Sheffield's activities are spread over numerous other developments of the steel trade: including the making of steel rails and armour-plating for battleships. At the very opposite extreme from these heavy castings is the delicate manufacture of steel wire for the springs of watches. Here originated the original "Sheffield plate" in 1742; articles of this manufacture are now greatly prized by collectors.

The antiquities of Sheffield are extremely few, and are practically confined to the old parish church of St. Peter, near the Town Hall, and the Manor Lodge. The church is a large cruciform building, Decorated and Perpendicular, with lofty crocketed spire. It is extremely dark within, owing to much modern stained-glass. The Shrewsbury Chapel, to the south of chancel, was built by the fourth Earl, lord of the manor of Hallam. The altar-tomb of himself and his two wives, with effigies, is a stately work, the Earl and the two Countesses being robed in full heraldic dignity. He wears the Garter. He died 1538. In midst of the chapel is a large altar-tomb without inscription but with numerous heraldic devices. It is probably a tomb erected by the sixth Earl in his own lifetime, and discarded for the more elaborate monument in the south wall, also erected in his own lifetime. He was the custodian of Mary, Queen of Scots, and died 1590. The effigy, in armour, is at-

tended by talbots, the old English hound, badge of the Earls of Shrewsbury and Talbot.

The ancient Castle was destroyed in the Civil War, and the site is now occupied by the shambles. It stood at the confluence of the Sheaf and the Don, and "Castle" Street and "Castle" Hill take their names from it. The ancient lords of this Castle built themselves a country residence two miles distant and retired to their Manor, as it was called, during the summer months. There Mary Queen of Scots was kept prisoner for sixteen years, a special lodge being built for her accommodation, and for better security against flight. The Earl of Shrewsbury, who had charge of her, wrote to Queen Elizabeth in respect of her safe keeping, "Unless she can change herself into a flea or a mouse, she cannot escape". To reach the ruins of the Manor, which are partly in black-and-white half-timbered work, and the interesting and well-preserved Lodge, which may be inspected, take the Intake tram-route to Manor Lane, up which turn left, the buildings being at the top of the hill. In the older buildings are some fine fireplaces. Wolsey lodged there a few nights.

Hotel: Royal Victoria Station Hotel (garage). Motor repairs: Sheffield Motor Co., Ltd., West Street. James Tomlinson & Sons, Ltd., Eccleshall Road.

Miles from Leeds		Miles from Derby	
	Doncaster,		(See pp. 249-253.)
	18¾ m. ☞		
	Worksop,		(See pp. 301-302.)
	18¼ m. ☞		
	Newark,		(See pp. 297-302.)
	40 m. ☞		
	Manchester,		(See pp. 244-249.)
	🚃 38 m.		
	Ashbourne,		
	🚃 35 m.		
	Chapel-en-le-Frith,		(See pp. 238-242.)
	🚃 24 m.		
	Huddersfield,		(See pp. 242-244.)
	🚃 26½ m.		
	Bakewell,		(See pp. 236-238.)
	🚃 17 m.		
	Cross the Don.		Leaving Sheffield past Town Hall, along Fargate and High Street (electric trams), and thence to the left, through Market Place, and to right along Castle Street,
	Spital Hill.		

Miles from Leeds		Miles from Derby	
	UP†		and then left, down Waingate, cross river Don, and keep straight ahead along the Wicker. Passing under the railway arch, keep straight ahead (avoiding the turning of Savile Street, on right, which leads to Doncaster, see pp. 249-253), and ascend Spital Hill ; keeping left at fork of roads.
33¼	Fork of roads, keep left. *Doncaster*, 18 m. ☞	36¾	
	Fork of several roads, keep left.		Continuing up Spital Hill, keep left at fork of several roads along Burngreave Road, gradients still rising, to Pitsmoor. Trams all the way.
	UP†		
32½	Pitsmoor.	37½	
	DOWN		Rough, steep drop for one half mile.
	Fork of roads, keep left.		Keep left at fork of roads, leaving the tramways.
	UP†		Steep rough ascent to Sheffield Lane Top, one mile. Then further long, but easier descents, with improving surface. Abrupt bends.
31	SHEFFIELD LANE TOP.	39	
	D DOWN		
	Gradient 1 in 9.		
29¼	☞ *Ecclesfield.*	40¾	Large village ; in itself a pleasant place, although surrounded by ugly industrial scenes. The church was anciently the mother church of a very wide district, including Sheffield. It is a stately Perpendicular, cruciform building, long locally known as "the Minster of the Moors". It contains some good old stained glass. The name "Ecclesfield" indicates "the church in the forest clearing".
29	Cross-roads, keep right.	41	Keep to right at cross-roads, road rising and descending, with acute bend on descent.
	D UP&DOWN		
	Gradients 1 in 9.		

Miles from Leeds		Miles from Derby	
27¼	Chapeltown. (*Railway Station.*)	42¾	Collieries, ironstone workings, and iron furnaces here, set amid hilly, wooded scenery still of considerable beauty.
	Rotherham, 6 m. ☞ *Penistone*, 🚂 9 m.		
			Road rises long, easy incline to Hoyland Common.
	Fork of roads, keep right.		Keep right at fork of roads.
23¾	Birdwell.	46¼	
	Fork of roads, keep left.		Keep left at fork of roads.
22	WORSBOROUGH BRIDGE.	48	
	LEVEL CROSSING.		Colliery level-crossing.
			Long steep rise, with following easy descent into Barnsley.
20	Barnsley. (*Market Hill.*)	50	Pop. 50,623. Ugly, uninteresting colliery and manufacturing town, generally known in all the country round about as "black" Barnsley. This was originally "bleak," but, although the hillside, unsheltered position of the town still warrants that description, the blackness since superadded is now the most prominent feature of the place. Hotels: King's Head; Royal; Queen's. Motor repairs: Reynolds, Peel Street (garage); Thos. Garner, George Yard (garage); T. Caffery, Doncaster Road (garage).
	Doncaster, 15 m. ☞ *Stockport*, 🚂 33¼ m.		(See pp. 370-374.)

Miles from Leeds		Miles from Derby	
	Huddersfield, 16¾ m.		(See pp. 266-267.)
	Pontefract, 14 m.		(See p. 268.)
			Proceeding straight ahead from Barnsley, by Eldon Street North, road passes under railway bridge,
19¼	Old Mill Bridge.	50¾	and descends sharply to Old Mill Bridge.
	Cross the Canal.		Crossing in succession the canal and river Dearne, bear to left; road rising very long incline.
	Cross the Dearne.		
	Bear left.		
17¼	Staincross Railway Station.	52¾	
	Fork of roads, keep right.		Keep right at fork of roads by Staincross railway station.
13	Newmillerdam. Bear left.	57	The road here sweeps round past a large reservoir, and bears left.
12	Milnthorp.	58	
11¼	Sandal Magna.	58¾	On right side of road is the "Three Houses" inn, the house in which Nevison, the highwayman, the real person who performed the "ride to York" exploit wrongly ascribed to Dick Turpin, was arrested, 1684. He was tried and convicted at York, and hanged on Knavesmire.
	Cross the Calder.		Cross Wakefield Bridge, across river Calder.
9½	Wakefield. (*Cathedral.*)	60½	(Described, pp. 377-378.)
	Doncaster, 19¾ m.		(See pp. 375-377.)

Miles from Leeds		Miles from Derby	
	Denby Dale, 11 m.		(See pp. 390-391.)
	Huddersfield, by Horbury, 13¾ m.		
	Huddersfield, by Dewsbury, 14½ m.		(See pp. 391-393 and 97-98.)
	Aberford, 12¾ m.		(See pp. 391-392.)
	Newton Old Toll House.		Leaving Wakefield past Cathedral, keep to right at West End,
8¾	Fork of roads, keep right. *Bradford*, 12½ m.	61¼	thence rising up Northgate to the Old Toll House, Newton. Here keep right at fork of roads. (Left to Bradford, 12½ miles, see pp.
7½	Outwood.	62½	378-380.)
	LEVEL CROSSING. LOFTHOUSE HILL.		The road passes through a colliery district, with level-crossings.
	UP		Short sharp rise.
6¼	Lofthouse.	63¾	
	Fork of roads, keep left.		Keep left at fork of roads.
5	Robin Hood.	65	
	LEVEL CROSSING.		
3¾	BELL HILL.	66¼	Steep descent.
	DOWN		
2¼	Junction of road from Pontefract on right.	67¾	
2	Hunslet. Cross the	68	
	Aire.		
	LEEDS. (*Briggate.*)	70	(Described, pp. 403-405.)

Route 68. LEEDS TO SKIPTON

Miles from Skipton		Miles from Leeds	
25½	LEEDS. *Yorkshire.* *City Square.*		Leave City Square by Park Road, and follow Headingley trams to West Park terminus.
	UP†		
23	Headingley.	2½	
	UP†		
21½	Fork of roads, keep right. *Adel*, ½ m. ☞	4¼	Keep right at fork of roads. Remote village. Here is an extremely interesting Norman church with finely enriched south doorway. Much elaborate sculptured work. Sanctuary knocker.
18	Bramhope.	7½	Cross the Bramhope Tunnel, on North Eastern Railway, two miles two hundred and twenty-five yards long.
17½	"Dyneley Arms" inn.	8	
	DOWN		
15	Otley.	10½	Otley to Skipton as pp. 434-436.
	SKIPTON.	25½	(Described, pp. 383-384.)

Route 69. LEEDS TO RIPON

Miles from Ripon		Miles from Leeds	
26	LEEDS. *Yorkshire.* (*Briggate.*)		(Leeds described, pp. 403-405.) Leaving Leeds, straight ahead along Briggate, New Briggate, and North Street (electric trams), keep to left at fork, and straight on at fork past the Public Library at Sheepscar. (Right to Wetherby, eleven and a half miles.) Proceeding along Chapeltown road, Moortown is reached in three and three-quarter miles, road rising gradually all the way.
25½	Fork of roads, keep left. Sheepscar. Fork of roads, keep straight on. *Wetherby*, 11½ m. ☞	½	
	UP†		

Miles from Ripon		Miles from Leeds	
22¼	Moortown.	3¾	
18½	Harewood.	7½	Harewood is an interesting place. At further end of the village are the ivied ruins of a castle, rebuilt by Sir William de Aldburgh, 1377. Some sculptured shields of arms and his motto, "Vat sal be sal"—a fatalist outlook upon affairs—remain. This castle was dismantled, *c.* 1650.

To left of the road entering the village lies Harewood Park, with Harewood House, seat of the Earl of Harewood. The mansion was built, 1760, and remodelled, 1843, and again in 1885, after a fire. The gardens and the view from the terrace are regarded as very beautiful. They may be seen on Thursdays. The church is close at hand. It is Perpendicular, *c.* 1360. Series of fine monuments, including altar-tomb, with effigies, Sir William Gascoigne, Chief Justice of the King's Bench, died 1419, and wife. He was the fearless judge who is traditionally said to have committed the Prince of Wales, afterwards Henry V., to prison for contempt. Shakespeare (*Henry IV.*, Pt. II., Act v., Scene 2) has a scene in which Henry on his accession reappoints Gascoigne, but the young King did not, in point of fact, exhibit that chivalric feeling, and slighted the judge who did his duty. Most historians, however, deny the tradition of the committal of the Prince.

Altar-tombs, with effigies, Sir Richard Redmayne, died 1427, and wife. He wears the collar of SS; Sir John Nevile, 1482, with collar of SS; Sir Richard Franks and wife; Sir William Ryther, 1440, with collar of SS, and wife; Sir Richard Redmayne, 1442, and wife.

	Collingham, 4½ m. ☞ DOWN		Leaving village of Harewood, and passing the castle, road sweeps round to left, descending towards river Wharfe.
17½	Fork of roads, keep right. *Otley*, 8 m. Cross the Wharfe.	8½	Sharp turn to right at cottages.

(See pp. 433-434.)

Miles from Ripon		Miles from Leeds
13½	Pannal.	12½
11	Harrogate.	15

Picturesque village in Crimple Vale. The church is oddly dedicated to St. Robert, the hermit of Knaresborough.

Long descent and very sharp ascent, with bad approach over bridge, both steep, to Harrogate.

Pop. 33,703. Harrogate is (after Bath) the oldest of the English spas. It is a fashionable and highly-esteemed health-resort, with many large and striking buildings, and is a place of considerable gaiety. All these things have developed on what was originally a bleak and lonely upland common in the old forestal district of Knaresborough. The medicinal springs which have made the fortunes of Harrogate were discovered by Sir William Slingsby in 1596. They are both sulphur and chalybeate saline springs, and are used either for bathing or drinking. Harrogate waters are chiefly beneficial in cases of rheumatism, indigestion, and nervous ailments. With respect to the last-named, the brisk, cold dry air of Harrogate may probably be almost as effectual as the waters. The great era of development came in 1840, at the opening of the railway to this place, which had been until then a spot rather difficult of access. A relic of the old wide-spreading common on which the town was built is left in the open space of 200 acres called "The Stray". Hotels and hydropathic establishments abound. The Victoria Baths were built by the Corporation, 1871, and the Kursaal, a Corporation undertaking which cost £69,000, was opened, 1903. The Pump Rooms, the Spa Concert Room, and the Royal Baths are various institutions such as are found in other watering-places. Here everything is in the forefront, and all the latest varieties of medical treatment that science can suggest have been superadded to the original advantages of the place.

Hotels: Grand (garage); Crown (garage); Queen's (garage). Motor repairs: Mackay & Sons, Ltd., West Park; Wardman & Son, Ltd., Cambridge Street (garage); Johnson's, Springfield Avenue.

York, 21¼ m.	(See pp. 446-449.)
Tadcaster, 15½ m.	
Bolton Bridge, 16 m.	(See pp. 449-450.)

Miles from Ripon		Miles from Leeds	
			Proceeding from Harrogate along Parliament Street, and along the Ripon road, past the Kursaal and Hotel Majestic, road rises and descends, and then goes undulating to Killinghall. It has a ten mile an hour speed limit, is narrow, with many bends and corners, and carries much traffic.
9	Killinghall.	17	
	Cross the		
	Nidd.		
7½	Ripley.	18½	Ripley is something of a "model" village, very neatly kept. Here is an ancient village cross. A modern Town Hall, built 1854, is in the Perpendicular style, and bears the odd inscription, "Hotel de Ville". The fine, stately church is chiefly Decorated. The five-rayed stars sculptured on it in several places point to it having been largely built by the Ingilbys of Ripley Castle, whose badge it is. Numerous monuments of that family in the church.
	Knaresborough and Wetherby, 12¼ m.		(See pp. 442-443.)
	Pateley Bridge, 13¾ m.		(See pp. 443-444.)
			Ripley Castle, on left of road, in a fine deer park, is the seat of the Ingilby family.
5¼	South Stainley.	20¾	
4	Wormald Green.	22	
	RIPON.	26	Streets in Ripon very narrow. Pop. 8218. Ripon is one of the most ancient among the religious centres of England, but one of the newer cathedral cities, the modern diocese of Ripon having been created 1836. Wilfrid, the saintly Bishop of Northumbria, was originally Abbot of Ripon, and when that see was sub-

divided in A.D. 678, he returned to Ripon. He died A.D. 709, and was buried in the Abbey. Wilfrid is the great figure here, and may be regarded as the actual founder, although the monastery of Scottish monks which was the first to be established, A.D. 660, did not at first own him as head. He was appointed Abbot in the course of three years; and soon afterwards the Scottish monks were withdrawn, and Wilfrid himself was translated to York in A.D. 664. He did not, in the years that followed, lose his interest in Ripon, and, indeed, he began the rebuilding of the Monastery on a new site in A.D. 670. This was wholly in ruins when the Normans established themselves in England, and the earliest part of the existing building (with the exception of the crypt, called "St. Wilfrid's Needle"), is the work of Archbishop Roger. This portion, the transepts and north side of choir, dates from 1154-1181, and is Transitional Norman in style.

The site of Ripon is a pleasant vale, through which runs the river Ure along a broad but shallow bed. The Ure at Ripon, trickling among its stones and boulders, seems always at the point of exhaustion, and the tide of life in the "city" of Ripon, as the almost village-like little town is now entitled to be styled, flows just as sluggishly. The Cathedral is, in every sense, the centre of the place, and presides with a certain majesty over the clustered red-roofed houses that humbly crowd around it. A curious old-world custom appropriately survives here: the blowing of the Wakeman's Horn. A uniformed official blows three blasts upon an ancient horn every night at nine o'clock in front of the mayor's residence, and a further three at the Market Cross. This once marked the setting of the Town Watch. The chief authority in Ripon was formerly the "Wakeman," *i.e.*, "Watchman". He became Mayor in reign of James I., when Ripon was given the dignity of a corporate town.

The Cathedral is finely disclosed on the way down Kirkgate from the Market Place; the west front with its two towers, a beautiful work of the Early English period, opening out in noble fashion. The total length of the Cathedral is 266 feet. The nave, the latest portion of the fabric, is very late Perpendicular, *c.* 1502, and the central tower is largely in the Perpendicular style, having been partly refaced about 1460. To the same period belongs the choir-screen. The curious small Saxon crypt, entered beside the south-western one of the four piers supporting the central tower, is generally regarded as the most interesting portion of the whole building, and is the only surviving portion of St. Wilfrid's church. "St. Wilfrid's Needle" is a very narrow passage at the end of this crypt. It is traditionally said to have served as an ordeal for women accused of

unchastity: those who could not manage to pass through it being adjudged guilty. It is a generally-accepted story, but is probably only an idle invention.

The choir exhibits work of the Transitional Norman, Decorated, and Perpendicular periods. The miserere carvings date from 1489, as appears from those figures found upon one of the seats. The Chapter House and vestry, opening out of the south choir-aisle, are of much speculative interest. The walls are Norman, and are thought to be the remaining portion of an Early Norman church. The semi-circular apsidal eastern end of the part now appropriated to vestry purposes lends much colour to this view. The vaulting and the two central piers of the chapter-house are Early English. A crypt extends beneath.

The ancient Leper Hospital of St. Mary Magdalene, in Stammergate, was founded, *c.* 1135, by Archbishop Thurstan, but the houses were rebuilt 1674. The chapel retains a Norman south doorway.

Hotels: Black Bull; Black Swan. Motor repairs: Harrison & Co., Ure Bank.

Route 70. LEEDS TO WETHERBY

Miles from Wetherby		Miles from Leeds	
12	LEEDS. *Yorkshire.* (*Briggate.*)		Proceeding along Briggate to Sheepscar (electric trams), keep to right at fork of roads, road rising
11½	Sheepscar. Fork of roads, keep right. UP†	½	past Roundhay Park to Roundhay.
9	Roundhay. DOWN	3	At open space, bear away to right, leaving the tram-lines.
5¾	Scarcroft.	6¼	
3¾	Bardsey Railway Station.	8¼	
2	Collingham. Fork of roads, keep left. UP†	10	Concealed fork of roads on right. Keep left, uphill.
	Otley, 13½ m. ☞		

Miles from Wetherby		Miles from Leeds	
	Tadcaster, 6½ m. Cross the Wharfe.		(See pp. 432-434.)
	WETHERBY.	12	(Described, p. 408.)

Route 71. LEEDS TO YORK

Miles from York		Miles from Leeds	
23	LEEDS. *Yorkshire.* (*Briggate.*)		Proceeding out of Briggate past Corn Exchange, and into Kirkgate, keep left at fork (electric tramways) into Marsh Lane, and thence to tramway terminus, and to right, into York road.
21	Killingbeck. Fork of roads, keep left. *Selby*, 19 m.	2	Keep left at fork of roads. (Right to Selby, nineteen miles, see pp. 444-445.)
19	Seacroft. Fork of roads, keep left. *Barwick-in-Elmete*, 3 m.	4	Keep left at fork of roads at Seacroft. "Elmete" was the great forest district which extended here in Saxon times. This woodland is thought to have consisted chiefly of elms. The country side is still exceptionally well-wooded. A maypole stands in the village of Barwick beside the remains of the ancient cross. The striking earthwork close by, known as "Hall Tower Hill," is some thirty feet high. It was probably a mote-hill, *i.e.*, a place of meeting, in Saxon times for the folk-moot, or council.

Kiddal Hall, on the way to Tadcaster, is a fifteenth century mansion on left of road. It was the seat of the Ellis family, and is said to be haunted by the ghost of John Ellis, a Cavalier, slain by Puritan soldiers.

13 **D**	Bramham Moor. Cross-roads, keep straight on.	10	Very DANGEROUS cross-roads. Many accidents here.

Miles from York		Miles from Leeds	
	Aberford, 2 m. *Wetherby*, 5¾ m.		(See pp. 407-408.)
9	Tadcaster.	14	Pop. 3399. Small town, nowadays most notable for "Tadcaster Fine Ales," but anciently of considerable importance. It was the Roman *Calcaria*.
	Ferrybridge, 12 m.		(See pp. 430-431.)
	Selby, 13½ m.		(See p. 446.)
	Boston Spa, 3¾ m.		(See p. 432.)
	Cross the		
	Wharfe.		
			Steep rise after crossing river Wharfe, then level.
6	Street Houses.	17	
4	*Copmanthorpe*.	19	Small, over-restored Norman church, formerly attached to Preceptory of Knights Templars.
2	Dringhouses.	21	
	YORK.	23	(Described, pp. 327-332.)

Route 72. SHEFFIELD TO BAKEWELL

[*This still remains the best road out of Sheffield.*]

Miles from Bakewell		Miles from Sheffield	
17	SHEFFIELD. *Yorkshire.* (*Parish Church.*)		Leaving the parish church, follow the electric trams up along Fargate, past the Town Hall and down Pinstone Street and the Moor.
16	Forks of roads, keep straight on	1	Where tram-track splits into three, keep straight on.
15¾	Fork of roads, keep right.	1¼	Where tram-track divides keep right.

Miles from Bakewell		Miles from Sheffield	
	UP		
14¼	Millhouses.	2¾	Electric tramway terminus.
	UP		
	Gradient 1 in 12.		
13½	Abbeydale Hotel. Cross-roads, keep straight on. *Dore Moor*, 3 m. ☞	3½	
	Beauchief and *Abbeydale* ☜ *Railway Station.*		Beauchief Abbey, founded 1175, was a house of Premonstratensian Canons. The remains of it, used as a parish church, are one half mile left.
13	Dore Railway Station.	4	Cross the railway and a stream.
12¼	*Dore*, ½ m. ☞ *Enter Derbyshire.*	4¾	
11¼	Totley.	5¾	The road now rises over the railway. On right is the Totley Tunnel of the Midland Railway, three and a half miles long.
	UP		
9½	"Peacock" inn. Cross-roads. Bear right. Bear left.	7½	Formerly "Owlerbar". The old toll-bar has long since disappeared. Bear right, round the inn at cross-roads, and then left. Dismal moorland, over which the road descends steeply to Burbage Mill.
	DOWN		
	Gradient 1 in 11.		
7	"Fox House" inn. *Hathersage.* 2¾ m. ☞ *Grindleford.* 2 m. ☞	10	
6¼	Burbage Mill.	10¾	
	DOWN		
	Gradient 1 in 10.		
4½	Baslow.	12½	(Described, p. 311.)

Miles from Bakewell		Miles from Sheffield	
	Fork of roads, keep left. *Stoney Middleton*, 3 m. Cross the		Keep left at fork of roads past the church in Baslow (right to Stoney Middleton, three miles, see pp. 311-312), and cross river Derwent by narrow old bridge. Apt in summer to be congested with traffic, but DANGEROUS at all times.
	D Derwent. Fork of roads, keep left.		Having crossed the Derwent, keep immediately again to left and in quarter of a mile sharp to the right.
			Long steep and winding rise.
1¾	Birchill Lodge. Fork of roads, keep left.	15¼	Keep left at fork of roads.
			Long steep descent.
	BAKEWELL.	17	(Described, p. 205.)

Route 73. SHEFFIELD TO CHAPEL-EN-LE-FRITH

[*One of the few good roads out of Sheffield.*]

Miles from Chapel-en-le-Frith		Miles from Sheffield	
24	SHEFFIELD. *Yorkshire.*		Leaving Sheffield past the Municipal Buildings, keep left down Pinstone Street and the Moor (electric tramways). Follow these as far as fork of roads, where tramway splits into three; follow the right-hand branch, up the Eccleshall Road, passing the Cemetery, Hunter's Bar, Banner Cross, Psalter Lane, and Eccleshall church.
19½	WHIRLOW BRIDGE. Cross the	4½	At Whirlow Bridge, Derbyshire is entered.
	Whirlow Beck.		

Miles from Chapel-en-le-Frith		Miles from Sheffield	
	Keep right. *Dore*, 1 m. *Enter Derbyshire.* UP		
18½	Dore Moor inn. Fork of roads, keep right. *Dore*, 1 m. DOWN	5½	Keep right at Dore Moor inn. (Left to Dore, one mile.)
16	"Fox House" inn. Fork of roads, keep right. *Tideswell*, 10 m.	8	Keep right at fork of roads. (Left to Tideswell, ten miles.)
	Keep straight on. *Grindleford*, 2 m. DOWN & UP DOWN		In a further few yards, keep straight on. Left to Grindleford, two miles. Long descent, followed by easy rise, culminating in the "Surprise View," suddenly disclosing the smiling valley; and then by longer and steeper descent into Hathersage. The scenery grows extremely beautiful on the descent into Hathersage and the vale of Hope; the road winding down easily.
13¼	Hathersage.	10¾	Hathersage was traditionally the home and place of burial of Little John, tried and trusty friend of Robin Hood: called, paradoxically, "Little," because of his great stature. He was said to have borne a part in the battle of Evesham, 1265. His so-called "grave" in the churchyard, near the south porch, is marked by stones, thirteen feet four inches apart.

The church is a handsome and well-cared for Decorated building, with spire. Monuments include altar-tomb with effigies, Robert Eyre, 1449, and wife and fourteen children; together with brasses and other memorials of that family. Near

the large pin and needle factory note a stone projecting from the wall, and known as the "Gospel Stone". Upon it, in olden times, thrice during Rogation week in each year, the parson stood, praying for an abundant supply of the kindly fruits of the earth, in their due season. In our times, now that an abundant supply seems more assured, and everything can be easily obtained, in season or out, the clergy have ceased to use the "Gospel Stone," in Rogation Week, or at any other season.

Miles from Chapel-en-le-Frith		Miles from Sheffield	
11¾	"Marquis of Granby" Hotel. *Bamford*, ½ m. ☞ Cross the Derwent.	12¼	
9	Hope.	15	Church is chiefly Decorated. Note the grotesque gargoyles. The chancel contains good sedilia of fourteenth century; also sixteenth century oak fittings, enriched with the arms of the Eyre and Reresby families. Brass to Henry Balguy, died 1685, aged seventy-three: a quaint and charming example, showing him in the costume of the period, and with pen and book. Hope Old Hall is now an inn.
	Cross the Noe.		
7	Castleton.	17	Castleton is a disappointing place. It is as well not to read much about it before visiting the Peak district, for guide-books greatly exaggerate the beauties and interest of the neighbourhood; and Castleton itself is as ordinary a village as may well be found; the roads and lanes all kerbed, channelled, drained, and lamp-posted, in the most approved suburban manner. The church, much restored, has a good Norman chancel-arch, and the vestry contains a library of dryasdust books, some 600 in number;

including, however, some rare early editions of the Bible. The church tower is annually decorated on 29th May with a garland affixed to one of the pinnacles, in honour of Restoration Day.

Peak Castle, perched upon the limestone crags rising to a great height above the village, to the south, was built by Wm. Peverel, to whom the district had been granted by William the Conqueror. The keep almost alone remains, and is a square rugged tower overhanging a deep ravine. It is accessible on only one side, and must needs have been a place difficult to subdue. Antiquaries incline to the belief that this is not the original tower built by Wm. Peverel, and date it from 1175-1177. But Henry II. was here in 1157, and again in 1158 and 1164. The remains of surrounding curtain-walls are, however, no doubt of Wm. Peverel's time.

Beneath the heights of Peak Castle extends the celebrated Peak Cavern. It is not at all difficult to find this natural curiosity, for the great rift in the hillside upon which the castle stands is patent for all the world to see, and at the bottom of that rift is the Cavern. Moreover, if that were not sufficient, the excursionists and the guides who infest Castleton afford a pretty sure indication of its whereabouts; and the mouth of the Cavern itself is very justly described by the guide-books as "yawning". It yawns widely enough to dislocate the strata. But the Peak Cavern really is a fine spectacular thing, alike in the rocky approach to it, and in its vast recesses. It extends 2250 feet into the mountain, and into it rushes impetuously a stream which loses itself in the gloomy recesses.

The caverns of the Speedwell Mine and of the Blue John Mine, on the old road to Buxton, are also very remarkable.

Miles from Chapel-en-le-Frith		Miles from Sheffield	
5	Fork of roads, keep right.	19	Keep right at fork of roads.

The road now climbs up to the region of the Peak, and winds about among the grim rocky defiles. It is very steep and winding, and owing to the veritable precipice on one side should be approached with caution. Mam Tor, the "Shivering Mountain," rises above the road on right, to a height of 1700 feet. It is a mass of alternating shale and millstone-grit strata, and has always been subject to landslips: hence the name. But it would apply equally well to the inclement nature of the

scene. The High Peak rises further on the right, and reaches an altitude of 2088 feet. It is, however, rather a confused mass of upland moors than a peak; and the name is, therefore, an entire misapplication of language.

Long steep descents lead into Chapel-en-le-Frith.

Miles from Chapel-en-le-Frith		Miles from Sheffield	
	CHAPEL-EN-LE-FRITH.	24	(Described, p. 314.)

Route 74. SHEFFIELD TO HUDDERSFIELD. (BY LANGSETT, RECOMMENDED ROUTE)

Miles from Huddersfield		Miles from Sheffield	
26½	SHEFFIELD. *Yorkshire.* (*Parish Church.*)		Leaving Sheffield by High Street, and thence to left, descending Angel Street and Snig Hill keep left into West Bar (electric tramways), Gibraltar Street, Shales Moor, and left into Infirmary Road and Penistone Road.
24½	Hillsborough.	2	At Hillsborough tram-terminus
24	Fork of roads, keep left. *Penistone*, 11 m. ☞	2½	keep straight on. (Right to Penistone route to Huddersfield, same distance; comparatively uninteresting route.)
21½	Oughtibridge.	5	Road passes a huge lunatic asylum (the South Yorkshire Asylum at Wadsley) on left, on the way to Oughtibridge. Pleasant country, road running parallel with river Don as far as Deepcar.
			Long incline, with following short steep drop, and another long rise, growing steep. On right is the picturesque district of Wharncliffe Crags, a portion of the ancient Wharncliffe Chase. Here the ancient oaks and the rocks that steeply rise from the river Don form a romantic deer-park, in midst of which is Wharncliffe Lodge, seat of the Earl of Wharncliffe. The lodge dates from 1510. The weird old legend of the Dragon of Want-

Miles from Huddersfield		Miles from Sheffield	
			ley places his cave (which may still be seen) below the terraced crags.
18	Deepcar.	8½	Deepcar is a place of chemical manufactories, coke-ovens, and steel-works.
17	Stocksbridge.	9½	
15¾	UNSHVEN BRIDGE. Cross the Don.	10¾	
14½	Midhopestones.	12	Here is a huge reservoir of the Sheffield water-supply, with another at Langsett. The little seventeenth century chapel, with Jacobean fittings, is quaint.
	Gradient 1 in 10.		
13	Langsett.	13½	
11¾	Flouch.	14¾	
	Cross-roads, keep straight on. *Penistone.* 🚂 *Woodhead* and 🚌 *Manchester.* *Woodhead,* 🚌 8 m. *Barnsley,* 11¼ m. 🚂		Inferior surface and steep descent from Flouch cross-roads past Hazelhead railway station and across river Don. (See pp. 371-373.)
11	Hazelhead Bridge Railway Station.	15½	
	Cross the Don.		Steep rough rise.

Miles from Huddersfield		Miles from Sheffield	
	Gradient 1 in 11. Cross-roads, keep straight on.		
9	Victoria.	17½	Rough fall, steep and winding.
	D		
	Gradient 1 in 10.		
7¼	JACKSON'S BRIDGE.	19¼	
6¼	New Mill. *Holmfirth*, 1¾ m. *Barnsley*, 12 m.	20¼	
3½	Honley.	23	Winding road down to Berry Brow.
2¼	BERRY BROW.	24¼	Huddersfield electric tramways begin. Rise and fall to Lockwood, road still winding.
1½	Lockwood.	25	
	HUDDERSFIELD. (*Market Place.*)	26½	(Described, p. 97.)

ROUTE 75. SHEFFIELD TO MANCHESTER

Miles from Manchester		Miles from Sheffield	
38	SHEFFIELD. *Yorkshire.* (*Parish Church.*)		Leaving Sheffield along Bow Street and West Street, at top of West Street go straight on, up Glossop road. (Tramways go to right.) Road rises. Bear left at fork, then at next fork to right. At top of Glossop road the tram-track is rejoined. Follow this for 100 yards, then at fork leave it and bear right, up the Manchester road. Road rises steeply to Broomhill

Mile from Manchester		Miles from Sheffield	
			and Lidgate, passing through or near some of the best suburban districts of Sheffield.
36½	Broomhill.	1½	
35¾	Lidgate.	2¼	On left of Lidgate, or Crosspool, is Ranmoor, a residential district.
			Descent from Lidgate to the fine scenery of the Rivelin Valley, passing the picturesque Black Brook ravine.
	Cross the		
	Black Brook.		
	Cross the		Crossing the Rivelin and passing two reservoirs on left, and then the "Norfolk Arms" inn on the right, the road rises to the hamlet of Hollow Meadows. Charming romantic scenery.
	Rivelin.		
32¾	Hollow Meadows.	5¼	
			Weird isolated pinnacles of rock, one of them called "Stump John," start up amid the moorland, on left.
			At about eight miles from Sheffield the road crosses the Yorkshire
30	*Enter Derbyshire.*	8	boundary and enters Derbyshire. It here runs at a height of 1181 feet. The scenery here grows extremely fine and bold, the ridge of Stanage Edge prominent on the the left, while ahead rise the knobbly crest of Win Hill, 1523 feet, and the rounded mass of Lose Hill beyond, 1563 feet. Beyond these again rise the greater heights of Mam Tor, 1700 feet, and Lord's Seat, 1800 feet. We are now, in fact, entering upon the High Peak district. The castle-like group of rocks on right is called the "Hurking Stone".
29½	Moscar.	8½	Collection of large houses, chiefly

Miles from Manchester		Miles from Sheffield	
			shooting-boxes of wealthy Sheffield people.
28¼	CUT THROAT BRIDGE. Cross a stream.	9¾	
27¾	"Lady Bower" inn.	10¼	
	Fork of roads, keep right. *Hathersage*, 4½ m.		Keep right at fork of roads, by "Lady Bower" inn. (Left to Hathersage, four and a half miles.)
27	Ashopton.	11	Small village, romantically situated in Derwent Dale.
	Derwent Chapel, 1½ m.		A picturesque by-road, following the course of the infant Derwent leads to the village of Derwent Chapel, in a charming situation. Here is Derwent Hall, a seat of the Duke of Norfolk. About two miles beyond the Hall, along a road with very steep gradients, the huge reservoirs of the new Derwent Valley water scheme are reached.
	Cross the Derwent.		Resuming the main route, the Derwent is crossed on leaving Ashopton. We now follow the course of the river Ashop, along one of the loveliest of the famed Derbyshire dales, the road rising gradually to the "Snake" inn, and passing at Alport Bridge the opening of another dale, on the right.
23	ALPORT BRIDGE.	15	
	Cross a stream.		Approaching the "Snake" inn, the road runs between the two Peak districts: that on the right, known as the High Peak—which does not,

Miles from Manchester		Miles from Sheffield	
			in point of fact, rise quite to the height or to the interest of "the Peak," on the left. These districts are rugged, and for the most part lonely, regions of desolate limestone tablelands, intersected by gorges. There is not any markedly predominant "peak" on either of these plateaus, but there are various ridges which rise a couple of hundred feet or so above the surrounding heights. The Kinderscout plateau on "the Peak," to the left is really "the Peak," in the sense of being the highest point, 2088 feet. It is perhaps a fitting conclusion to this paradoxical nomenclature to find it necessary to add that Kinderscout—"the Peak" *par excellence*—is a heathery moor, strictly preserved for grouse, and is private property from which the trespasser may legally be warned off. So much said, it may also be noted that it is a profoundly dreary and absolutely uninteresting region, bulking much more grandly and romantically from the road we are now pursuing than it does on closer acquaintance.

21	"Snake" inn.	17	Lonely wayside hostelry.
20¼	Cross a stream.	17¾	Cross a stream, by a very dangerous bridge, with acute turn.
	D		
			The steep escarpment of Kinderscout, which has been prominent on left for the last mile or so, here grows very bold and rugged, culminating in the projecting Fairbrook Naze, whose lofty edge is figured out by the Ordnance Survey at 2048 feet.
	D *Gradient* 1 in 9.		The scenery from this point grows very savage and completely solitary, and the road becomes very steep and more narrowly shut in by the dreary moors.
18	Featherbed Moss. Summit level.	20	Here the summit of this wild region is reached, at an altitude of 1667 feet.
	D *Gradient* 1 in 9.		Very steep, dangerous, winding descent to Glossop.

Miles from Manchester		Miles from Sheffield	
13¾	Glossop.	24¼	Pop. 21,688. Prosperous town, busily engaged in cotton and calico-printing. Perhaps the most striking feature of it is the great, and not beautiful, railway viaduct of sixteen arches, 120 feet high. Hotels: Howard Arms; Norfolk. Motor repairs: Glossop Cycle Co., 48 High Street West.
	Chapel-en-le-Frith, 9 m.		
	Cross the Dinting.		Leaving Glossop by passing down High Street West, and then to right at Junction inn, and again right at Dinting Post Office, passing under the great railway viaduct, bear sharply to left at "Spread Eagle" inn.
11¾	Woolley Bridge.	26¼	Crossing Woolley Bridge, turn left, and again left at police station, road rising steeply. Very bad setts.
	Cross the Etherow.		
	Enter Cheshire.		
	Turn left.		
	Turn left.		
10½	Mottram "Junction inn."	27½	
	Cross-roads, keep straight on.		Keep straight on at cross-roads.
	Penistone, 18 m. *Stockport* 7½ m. *Mottram.*		(See pp. 372-374.)
			Keep sharp to right, approaching

Miles from Manchester		Miles from Sheffield	
			Hyde, past Shakespeare tavern, and then to left, along Clarendon Place and into Hyde market-place.
7¼	Hyde.	30¾	At the Town Hall turn right, descending Market Street, and thence left, into the broad, straight Manchester road (electric trams).
5½	Denton.	32½	
3½	Gorton.	34½	
2½	Belle Vue.	35½	Belle Vue is a favourite pleasure
1½	Ardwick Green.	36½	resort of the artisan classes of Manchester and district. Botanical and zoological gardens.
			At fork of roads at end of Fairfield Street bear right into London Road, and then straight on.
	MANCHESTER. (*St. Ann's Square.*)	38	(Described, pp. 50-52.)

Route 76. SHEFFIELD TO DONCASTER

Miles from Doncaster		Miles from Sheffield	
18¾	SHEFFIELD. *Yorkshire.* (*Town Hall.*)		(Sheffield described, pp. 222-224.) Proceeding along Fargate and High Street (electric trams), and thence to the left, through Market Place, and to right along Castle Street, and then left, down Waingate, cross river Don, and keep straight ahead along the Wicker.
	Cross the Don.		
18	Fork of roads, keep right. *Barnsley,* 13¼ m.	¾	Passing under the railway arch, keep straight ahead (avoiding the turning of Savile Street on right), and ascend Spital Hill for a short distance, taking the first turning on right (Carlisle Street). (Left to Barnsley, 13¼ miles, see pp. 225-226.)
			Alternative and more direct route: Passing under the railway

Miles from Doncaster		Miles from Sheffield	
			arch, bear right, along Savile Street. At first fork of tram-track keep right; at second (one mile further) keep straight on. Trams continue all the way to Rotherham.
	Cross the Don.		Proceeding to the end of Carlisle Street, and bearing right, under railway bridge, turn to left with tramways, and then first to right, crossing river Don into Mill Lane. Thence turn left, into main road. The road from Sheffield to Rotherham is profoundly discouraging, being of poor surface, and passing through ugly, squalid, and dirty industrial districts.
14¾	Tinsley. Cross the Canal.	4	Collieries and ironworks here. The canal looks as though its water would make an excellent substitute for ink.
14¼	Templeborough,	4½	Templeborough : site of an extensive Roman and earlier temple and camp.
13	Cross the Rother.	5¾	
12	Rotherham.	6¾	Pop. 54,349. The fine sonorous name of Rotherham reminds the reader of Scott's *Ivanhoe* that this is the neighbourhood of "Rotherwood," in that romance. But there is little to please the eye in Rotherham, which is a dingy town surrounded by collieries. The church, however, of red sandstone, is an exceptionally fine building; largely the work of Thomas Rotherham, Archbishop of York, 1480-1501. It is thus in the Late Perpendicular style, with lofty clerestoried nave and transepts, and a central tower, surmounted by a tall crocketed spire. The Lady Chapel, on south side of the chancel, has a remarkable painted roof. Monument in north aisle, with brasses, Robert Swifte, 1561, wife, and family. Monument to John Shaw, vicar, 1672; and in chancel a cenotaph by Flaxman, with monument in nave, to memory of fifty persons drowned at Masborough in 1841, at the launch of a boat.

The ancient five-arched bridge over the river Don still retains its fifteenth century chapel, midway. It was long since desecrated, and is now a tobacconist's shop.

Hotels: Ship, Westgate (garage); Crown, Moorgate Street. Motor repairs: F. Oakey, Frederick Street (garage).

Miles from Doncaster		Miles from Sheffield	
	Holmfirth, 23½ m.		
	Barnsley, 13¼ m.		(See pp. 263-264.)
	Mansfield, 24 m.		(See pp. 260-263.)
	Bawtry, 15 m.		
			Leaving Rotherham down High Street, keep left along tramways, and then take first turn to right, and bear again right.
9¾	Dalton Brook.	9	It is a nearer way to proceed straight forward, up the hill called Doncaster Gate from the foot of High Street. This avoids the trams.
	UP†		Long steep climb.
8¾	Thrybergh.	10	Village at the gates of the beautiful demesne of Thrybergh Park, anciently seat of the Reresbys, who held the estates from fourteenth century until 1689, when Sir Wm. Reresby lost everything by gambling. The park is now a golf course. Church, with lofty crocketed spire, is of Decorated character. It contains considerable remains of ancient stained-glass.
	UP†		
7¼	Hooton Roberts.	11½	Picturesque village. The church stands on a hillock, apparently artificial. The removal of the pavement in the chancel in recent years disclosed three skeletons; one apparently that of a person who had been beheaded. It is now considered that this represented
	UP†		

Miles from Doncaster		Miles from Sheffield	
			the unfortunate Earl of Strafford, executed 1641, and usually thought to have been buried at Wentworth Woodhouse. His wife was certainly buried here, 1688, and the two other skeletons are no doubt those of herself and daughter.
5	Conisborough.	13¾	*I.e.* "Kingsborough". Village of great natural picturesqueness. It grew up around the Castle which, as the original Saxon name of "Cyningsbyrig" shows, is of a remote origin. This fortress is placed upon a considerable artificial earthwork cresting an eminence overlooking the river Don, which flows down away to the left of the road. The extreme picturesqueness of Conisborough is not fully appreciated until the road which descends to the Don, and to the railway station, has been explored; but the existing Castle keep is seen readily from the main road, and it was a fleeting glimpse of it as the mail-coach sped by at daybreak that gave Sir Walter Scott the romantic impression which determined him to introduce Conisborough into *Ivanhoe*, where it figures as the home of Athelstane the Unready.

The circular keep is now ninety feet high, and is enclosed within an outer ring of walls studded at intervals by five towers. The remains appear to be of the Late Norman period, and perhaps represent the work of Hamelin, Earl of Warenne, who died 1202. Conisborough now belongs to the Countess of Yarborough.

The church is chiefly Norman and Transitional Norman, with a Perpendicular clerestory. A grotesquely-sculptured Late Norman tombstone should be noted at east end of north aisle.

2½	Warmsworth.	16¼	Warmsworth is remarkable for its church, which, according to the whimsical jests current in the village, is the "longest in England," far longer than any Cathedral. It is stated to be half a mile long. These small jokes are based upon the curious fact that the church tower is situated near the entrance to Warmsworth Hall, half a mile away from the church itself. This strangely isolated

Miles from Doncaster		Miles from Sheffield	
			tower is a work of the twelfth century.
1½	Balby.	17¼	At fork of roads is a curious old milestone, giving a variety of information as to its mileages to ten different places.
	Tickhill, 6 m. ☞		(See p. 280.)
	DONCASTER.	18¾	(Described, p. 324.)

Route 77. DERBY TO MANSFIELD
(Recommended Route)

Miles from Mansfield		Miles from Derby	
23	DERBY. *Derbyshire.* (*Market Place.*) Cross the Derwent. Cross the Derby Canal.		(Derby described, Vol. III., p. 31.) Leaving Derby by Market Place and past Town Hall, to Derwent Street, cross the river Derwent and canal bridges, and bear left at fork of roads. (Right to Nottingham, fifteen and a half miles.)
22¾	Fork of roads, keep left.	¼	
22	"Coach and Horses" inn, Fork of roads, keep right, *Alfreton*, ☞ 12 m.	1	Keep right at "Coach and Horses" fork of roads. (Left to Alfreton, twelve miles, see pp. 217-218.)
20½	Breadsall Hill Top.	2½	
18¾	Morley.	4¼	Small village, chiefly on right. Here is a fine church of Early Perpendicular period. Numerous brasses of Statham family, with

Miles from Mansfield		Miles from Derby	
			monuments of Sacheverells and Babingtons. The fine stained-glass was brought from Dale Abbey.
			Series of sharp descents and rises.
16½	Smalley.	6½	
			Level road, followed by descents and rises.
13¾	Heanor.	9¼	The church was demolished and
13½	Fork of roads, keep left. *Nottingham*, 11 m. ☞	9½	rebuilt, 1868, except the Perpendicular tower. Within is a monument to Samuel Watson, chief carver of the decorative wood-work at Chatsworth. He died 1715. Metrical epitaph :—
			"*Watson is gone, whose skilful Art display'd* *To the very life whatever Nature made*," etc.
	D *Gradient* 1 in 9. Level Crossing.		Leaving Heanor, past the church, a long, dangerous descent begins, winding badly, to railway bridge and level-crossing of a colliery. Thence the road proceeds under the railway bridge at Langley Mill
12¾	Langley Mill, Fork of roads, keep right. *Ripley*, ☜ 4½ m. Cross the	10¼	station to Langley Mill. Keep right at fork of roads. (Left to Ripley, four and a half miles, see p. 288.)
	 Erewash. *Enter Nottinghamshire.*		
11¾	Eastwood. Fork of roads, keep left. *Nottingham*, 9 m. ☞	11¼	Modern colliery village. Keep left at fork at "Sun" inn. (Right to Nottingham, nine miles, see pp. 286-287.)

Miles from Mansfield		Miles from Derby	
			Steep descent, followed in one mile by long incline to Moor Green.
10¼	Moor Green.	12¾	
			Descent to level crossing.
	LEVEL CROSSING.		
			Undulations and ascent to Beauvale reservoir, situated in a wooded vale, still beautiful, although being rapidly cut up by collieries.
8¾	Selston Common.	14¼	Thence steep ascent to Selston Common.
7¾	Fork of 3 roads, keep right. *Alfreton*, 6½ m.	15¼	At fork of three roads keep right. (Left to Alfreton, six and a half miles.)
6½	Annesley. Fork of roads, keep left. *Hucknall Torkard*, 2½ m.	16½	To right of road are the ruins of Felley Abbey. Keep left at fork of roads. (Right to Hucknall Torkard, two and a half miles.)
5½	New Annesley.	17½	Modern railway and colliery town, developed since the extension of the Manchester, Sheffield and Lincolnshire Railway (since re-named the "Great Central") to London from this point in 1897.
	Fork of roads, keep right. *East Kirby*, ¾ m.		Keep right at fork of roads. (Left to East Kirby, three-quarters of a mile.)
			Steep descent.
2	Junction of road from Nottingham.	21	
	MANSFIELD. (*Market Place.*)	23	(Described, p. 274.)

ROUTE 77A. DERBY TO MANSFIELD (BY SANDIACRE AND BULWELL)

(*This route, after Stapleford,* 10 *miles, is a secondary road, and proceeds through the unlovely suburb of Bulwell, but at any rate, it avoids the crowded traffic and the tramways of Nottingham.*)

Miles from Mansfield		Miles from Derby	
28	DERBY. *Derbyshire.* (*Market Place.*) Cross the Derwent. Cross the Derby Canal.		Derby described, Vol. III., p. 31. Leaving Derby by Market Place and past Town Hall to Derwent Street, cross river Derwent and canal bridges, and bear right at fork of roads. Electric trams. (Left to Heanor, nine miles, see pp. 253-254.)
27¾	Fork of roads, keep right. *Heanor,* 9 m.	¼	
25¾	Tramway terminus.	2¼	Road to the tramway terminus is paved with stone setts. Race-course on left.
25¼	*Chaddesden,* ½ m.	2¾	Skirting Chaddesden Park, road goes easily undulating. The valley of the Derwent, disfigured by many railway sidings and by factories and gasworks, is on right.
24½	*Spondon.* *Dale Abbey,* 3¾ m.	3½	The few, but interesting, remains of Dale Abbey are on left, through Spondon, amid pretty scenery. From Dale, the road may be regained, without returning, at Sandiacre.
23¼	Borrowash. *Ockbrook,* 1¼ m.	4¾	Uninteresting wayside village. Scenery greatly improves between this and Risley.
20	Risley.	8	Small village. The small church

Miles from Mansfield		Miles from Derby	
			on left of road was built 1593 as a chapel for Risley Hall. Renascence chancel-screen and alabaster font, bearing arms of the Willoughbys of Wollaton. Adjoining is a charming seventeenth century Renascence mansion of stone and red brick, with good hooded doorway and keystone masks. Risley Hall was one of the residences of that financial meteor, Ernest Terah Hooley, who after a long and varied career in the quaint and crooked ways of company finance, was sentenced to a term of imprisonment, 1912.
	Dale Abbey, ☜ 3 m.		Dale Abbey ruins on left through Stanton-by-Dale.
	SANDIACRE HILL. DOWN		Road now descends Sandiacre Hill into the village of that name.
18½	Sandiacre.	9½	Hosiery and lace factories established here and at Stapleford have spoiled these once rural villages and produced a scene of squalor. But the original Sandiacre was a very picturesque place. The church is seen away on the left, cresting a rocky hill. It is dedicated to St. Giles, but the place-name is said to be derived from "San Diacre," a saint not traceable in hagiology. Locally, the place is "Sandy Acre," from the church and churchyard occupying exactly one acre, and from the sand which is a feature of the immediate surroundings and is supplied to other districts.
	Cross the Canal.		

Miles from Mansfield		Miles from Derby	
	Cross the Erewash.		
	Fork of roads, keep left. *Nottingham*, 5¾ m.		Entering Stapleford, keep left at fork of roads. (Nottingham, five and three-quarters miles right.)
18	Stapleford.	10	Ninth century red sandstone Saxon cross, elaborately sculptured, stands in village street. The iron works and blast furnaces of Stanton-by-Dale are prominent away on left, the great refuse-heaps rising to mountainous heights.
	Fork of roads, keep right. *Ilkeston*, 3¾ m.		Soon after passing the cross in Stapleford, keep right. (Left to Ilkeston, three and three-quarters miles.)
17	Cross-roads, keep straight on.	11	Soon after passing over cross-roads, the "Hemlock Stone," a curious rocky outcrop of red sandstone, resembling a colossal dancing bear, is seen in midst of a grassy upland on left of the road.
	Cross the Nottingham Canal.		
15¾	Cross-roads, keep straight on. *Ilkeston*, 3½ m. *Nottingham*, 4¼ m.	12¼	Keep straight on over cross-roads. A couple of heavy old stone toll-houses on right.
14¼	Strelley.	13¾	Turn right at Strelley and straight through Bilborough.
14	Bilborough.	14	
13½	Fork of roads, keep left. *Nottingham*, 3¼ m.	14½	Keep left at fork of roads. (Right to Nottingham, three and a quarter miles.)

Miles from Mansfield		Miles from Derby	
13	Fork of roads, keep left. *Old Basford*, ½ m.	15	Keep left at fork of roads. (Right to Old Basford, one-half mile.)
12½	Cinderhill. Cross-roads, keep straight on.	15½	Ugly modern industrial village. Keep straight on over cross-roads. Road then continues through the squalid modern extensions of Nottingham at Bulwell.
	Nottingham, 4 m. *Matlock Bath*, 20¼ m. LEVEL CROSSINGS.		(See pp. 286-290.)
11¼	Bulwell.	16¾	
10	Fork of roads, keep sharp right. *Hucknall Torkard*, 2 m.	18	Keep sharp to right, and under railway.
	Fork of roads, keep sharp left.		Keep sharp to left.
9½	Bestwood Railway Station.	18½	Road bears round to right, and under railway at Bestwood station.
7	Papplewick.	21	Pretty village in Sherwood Forest district. The church, in a wooded hollow, was rebuilt, except the tower, 1795. The squire's pew is a curious and comfortable feature, with a fireplace. Two sculptured stones, with bellows, to former ironworkers of Sherwood, may be seen in the porch. Other stones, all much weather-worn and greatly needing the attentions of a modern "Old Mortality," to foresters of Sherwood, in the churchyard. At fork through village, keep right.
	Linby, 1 m. Fork of roads, keep right.		

Miles from Mansfield		Miles from Derby	
5¼	Junction of road from Nottingham, on right.	22¾	Nottingham, eight and a quarter miles right. After passing junction of roads, the entrance to Newstead Abbey (described, p. 272) is seen on left.
2	Robin Down's Hill.	26	Descending Robin Down's Hill, Mansfield electric tramways begin.
1½	Junction of road from Annesley, on left.	26½	Annesley, five and a quarter miles left.
	MANSFIELD. (*Market Place.*)	28	(Described, p. 274.)

Route 78. MANSFIELD TO ROTHERHAM

Miles from Rotherham		Miles from Mansfield	
24	MANSFIELD. *Nottinghamshire.* (*Market Place.*)		Leaving the Market Place, road ascends Westgate (electric trams, which run out to Pleasley.)
21	Pleasley. Fork of roads, keep right. *Chesterfield,* 9 m. *Enter Derbyshire.*	3	Keep right at fork of roads. (Left to Chesterfield, nine miles, see pp. 294-295.)
19½	Stony Houghton.	4½	
18	Scarcliffe.	6	Norman and Early English church. Monumental effigies of Constantia de Frecheville and child, 1175. On left is the Bolsover Tunnel, on the Great Central Railway.

Miles from Rotherham		Miles from Mansfield	
16¾	*Bolsover*, 1¼ m.	7¼	Decayed old market-town, formerly a seat of spur and steel-buckle manufacture. It is now the centre of a busy coalfield. Bolsover Castle, one of the numerous properties of the Duke of Portland, is a very singular building, consisting of a strange keep-like block with vaulted rooms, built by Sir Charles Cavendish, 1613, upon the site of an ancient Norman castle of the Peverels. His son, the first Duke of Newcastle, added another wing, and there entertained Charles I. on several occasions. In 1644, during the Civil War, this wing was destroyed, but was afterwards restored, and subsequently allowed to relapse into decay. The grounds and the ruins are open to visitors, but the "keep" is a private residence, and not generally accessible.

The old church was burnt in 1897, and a new has been built. The numerous monuments of the Cavendish family were not injured.

13¾	Clowne.	10¼	Church is Early Norman, Early English, and Perpendicular. Chancel has a low side window. Ledger-stone on floor of chancel to Rev. William Inskip, who died 1582, after having been "parson of Clown for 54 years". Those years included the changeful times of Henry VIII., Edward VI., Mary, and Elizabeth. How did he manage it?
	UP†		Road rises from Clowne, and crosses a colliery railway bridge.
	UP†		Keep straight on at cross-roads.
	Cross-roads, keep straight on. *Barlborough*, 1 m. *Cuckney*, 6 m.		
13¼	Cross-roads, keep straight on. *Barlborough*, 1 m. *Worksop*, 6½ m.	10¾	Keep straight on at cross-roads.
	UP†		(See pp. 315-316.) Road rises, long, easy incline. Bear left and then right at summit,

Miles from Rotherham		Miles from Mansfield	
	Bear left. Bear right. 		road then descending through woods to Pebley Dam. Busy colliery surroundings.
11¼	Pebley Dam.	12¾	Here are large reservoirs on Killamarsh Moor.
7¾	*Killamarsh.*	16¼	Colliery village.
	D *Gradient* 1 in 9.		Steep and very rough dangerous descent.
	Fork of roads, keep right. Cross the Canal. *Enter Yorkshire.*		Keep right at fork of roads, road still descending and crossing a canal. Yorkshire is here entered.
			Steep alternations, chiefly descents, to Swallow's Nest.
5¾	Swallow's Nest.	18¼	
	Cross-roads, keep straight on, *Sheffield.* 7¾ m. *Worksop,* 10½ m.		Keep straight on, over cross-roads. (See pp. 301-302.)
4¾	Aughton Mill.	19¼	
4¼	*Brampton-en-le-Morthen,* ¾ m.	19¾	
	D *Gradients* 1 in 10.		Continuous rises and falls, ending with a dangerous descent into Whiston.
3½	Whiston.	20½	
	Cross-roads, keep straight on. *Sheffield,* 6½ m. *Bawtry,* 13¼ m. *Blyth,* 13¼ m.		Keep straight on, over cross-roads.

Miles from Rotherham		Miles from Mansfield	
	Maltby, 5½ m. ☞ *Tickhill*, 9¼ m. ☞ *Wickersley*, 2½ m. ☞		
¾	Moorgate.	23¼	
	ROTHERHAM. (*Town Hall.*)	24	(Described, p. 250.)

Route 79. ROTHERHAM TO BARNSLEY

Miles from Barnsley		Miles from Rotherham	
13¼	ROTHERHAM. *Yorkshire.* (*Town Hall.*) Cross the		Proceeding past Town Hall to Bridgegate, cross river Don, turn right, thence inclining left, road rising.
	Don. Turn right. Incline left.		
			Road to Greasborough passes Barbot Hall and park.
11¼	Greasborough.	2	
10¼	Netherhaugh.	3	
	Fork of roads, keep left.		Keep left at fork at end of Netherhaugh.
8	Wentworth.	5¼	Village adjoining the extensive deer-park of Wentworth Woodhouse, a beautifully-diversified demesne, well-wooded, and with a large lake. It is eight miles round. The mansion, seat of Earl Fitzwilliam, is a classic building of enormous extent built about 1720 by the first Marquis of Rockingham. The principal frontage is 700 feet

long. The pictures in the various galleries and state-rooms include several fine Vandycks, and examples of Lely, Reynolds, Hogarth, etc. During the absence of the family the house and collections are shown every weekday. Wentworth Woodhouse was the seat of the Wentworths, of whom the most notable was Sir Thomas, created Earl of Strafford. He was that unfortunate statesman whose motto, "Thorough," and whose activities in public affairs in the reign of Charles I. brought about his impeachment in Parliament and his execution by his implacable enemies, who were perhaps more thorough in this respect than himself, May 12, 1641. There are portraits of him by Vandyck in the mansion.

The ancient traditions of abounding hospitality here are still to a considerable degree maintained. There are vast cellars beneath the house. The old red-brick wing of an earlier mansion, used by the servants, is known as "Bedlam". In the park, southward, is the mausoleum erected by the fourth Earl Fitzwilliam to his uncle, Charles, second Marquis of Rockingham, the statesman, who died 1782. It is a stately building, containing a statue of the Marquis, with numerous busts of his friends. To the extreme south of the park, in Scoles Coppice, near the village of Scoles, is the column (which looks rather like a factory chimney) erected by the Marquis to celebrate the acquittal of his friend Admiral Keppel.

The new parish church in the village of Wentworth was elaborately built, 1877, by the sixth Earl Fitzwilliam. The ancient Perpendicular tower and the chancel of the old church remain, but the nave is in ruins. In the chancel, which was remodelled in a classic style by the second Earl of Strafford, is the mural monument of the beheaded statesman, the first Earl. His epitaph states, "His Soule through the Mercy of God lives in Eternall blisse, and his Memory will never dye in these Kingdomes".

Miles from Barnsley		Miles from Rotherham	
	D DOWN		Long, steep and winding descent.
6	Junction of road from Sheffield, on left.	7¼	Thence to Barnsley, as p. 226.
	BARNSLEY.	13½	(Described, p. 226.)

Route 80. BARNSLEY TO HUDDERSFIELD (BY CAWTHORNE)

Miles from Huddersfield		Miles from Barnsley	
18	BARNSLEY. *Yorkshire.* (*Market Place.*)		Proceeding by Market Hill, Church Street, and Huddersfield Road, and past Barnsley Old Town,
16	Fork of roads, keep left. *West Bretton*, 5 m. ☞	2	straight on to fork of roads in two miles, keep left. (Right to Huddersfield by West Bretton, fourteen and three-quarter miles, see pp. 226-227.)
	UP†		
15½	Barugh Green.	2½	
	DOWN		Road goes in long, steep and winding descent. Indifferent surface.
	Keep right. Keep left.		Keep to right, approaching Cawthorne, then sharp left.
14	Cawthorne.	4	
	DOWN		Steep abrupt descent through Cawthorne, winding.
13½	Cross-roads, keep right.	4½	Keep right at cross-roads.
12¾	Rolling House. Fork of roads, keep right.	5¼	Keep right at fork of roads.
	D DOWN Cross		Short, dangerous, winding descent to a stream.
	a stream.		
	UP†		Long rise, bending right and
12	Nether End. Fork of roads, keep right.	6	left. At fork of roads, keep right.
	UP†		
	Cross-roads, keep straight on.		Keep straight on at cross-roads.
10¼	Denby Dale Railway Viaduct.	7¾	Road passes under the lofty Denby Dale railway viaduct.

Miles from Huddersfield		Miles from Barnsley	
	UP		
9¾	Junction of road from Wakefield, on right.	8¼	Road from Wakefield joins on right.
9¼	Upper Cumberworth.	8¾	
8¼	"Sovereign" inn. Cross-roads, keep straight on. *Penistone*, 4¾ m. *Huddersfield, by Shepley*, 8½ m.	9¾	
6¾	SALLYWOOD HILL.	11¼	
	DOWN		Steep descent of Sallywood Hill.
6¼	D New Mill. Cross-roads. Turn right. *Flouch*, 5½ m.	11¾	Turn right at cross-roads. (Left to Flouch, five and a half miles, see pp. 243-244.)
	HUDDERSFIELD.	18	Thence to Huddersfield, as p. 244. (Described, p. 97.)

ROUTE 81. BARNSLEY TO HUDDERSFIELD (BY WEST BRETTON)

Miles from Huddersfield		Miles from Barnsley	
16¾	BARNSLEY. *Yorkshire.* (*Market Place.*)		Barnsley to fork of roads in two miles, as p. 265.
14¾	Fork of roads, keep right. *Cawthorne*, 2 m.	2	Keep right at fork of roads. (Left to Huddersfield by Cawthorne, sixteen miles, see pp. 265-266.)
12¾	Darton.	4	The obelisk prominent in Darton is a memorial to a Mrs. Ann Beaumont, died 1778. Church is a fine clerestoried Perpendicular build-

Miles from Huddersfield		Miles from Barnsley	
			ing. Monumental statue to John Silvester, died 1722, a smith in the Tower of London, who was the maker of a chain intended to cross the Thames, and thus form a boom to prevent the threatened passage of the Dutch ships.
	Fork of roads, keep right.		Leaving Darton, keep right at fork of roads.
	D *Gradients* 1 in 9.		Rise, followed by steep, dangerous fall.
11	Haigh Bridge Railway Station.	5¾	Keep left at fork of roads at Haigh Bridge, and at next fork keep right, road rising long incline, with Bretton Park on left,
	Fork of roads, keep left.		
10¾	Fork of roads, keep right.	6	seat of the Beaumont family.
9½	West Bretton.	7¼	
9	Cross-roads, keep straight on.	7¾	Keep straight on at cross-roads.
	Wakefield, 5½ m. ☞ *Denby Dale*, ☜ 5¾ m.		(See pp. 390-391.)
8½	Midgley.	8¼	
6¼	Flockton.	10½	
	Gradient 1 in 10.		Long, steepish rise.
5¼	Grange Moor.	11½	
4¼	Lepton.	12½	
	Cross the Colne.		
	Cross the Canal.		
	HUDDERSFIELD.	16¾	(Described, p. 97.)

Route 82. BARNSLEY TO PONTEFRACT

Miles from Pontefract		Miles from Barnsley	
14	BARNSLEY. *Yorkshire.* (*Market Place.*)		Proceeding by the Pontefract road, road descends to Hoyle Hill and into a grimy colliery district.
	DOWN		
12¾	Hoyle Mill.	1¼	
12½	Bretton Grange. *Monk Bretton.*	1¾	Prominent on left is the modern church of Monk Bretton on a hill. The barony of Monk Bretton was created for the Dodson family, 1884.
10	Upper Cudworth.	4	
8¼	Brierley.	5¾	
	DOWN		
6¼	Hemsworth.	7¾	
4	Ackworth Moor Top. "Boot and Shoe" inn. *Wakefield*, 6½ m. *Doncaster*, 13¼ m.	10	(See pp. 375-377.)
	DOWN		Short sharp drop.
2¾	Low Ackworth.	11¼	Church is modern, but contains a seventeenth century octagonal inscribed font, reflecting upon the angry spleen of the Puritans: "*Baptisterium bili phanaticorum dirutum denuo erectum.* Tho. Bradley, D.D., Rectore, H.A., T. C. Gardianis, 1663.
	DOWN		
	PONTEFRACT.	14	(Described p. 400.)

Route 83. HUDDERSFIELD TO BRADFORD

Miles from Bradford		Miles from Huddersfield	
12	HUDDERSFIELD. *Yorkshire.* (*Market Place.*)		Proceeding along John William Street (electric tramways) turn to right, into Northumberland Street, descending which turn left into Northgate and along Bradford Road.
10	Rastrick.	2	Long incline to Rastrick.
	Cross the Calder.		
8	Brighouse. *Dewsbury*, 6¼ m. *Elland*, 3 m.	4	
6¼	Bailiffe Bridge.	5¾	
5	Low Moor.	7	Dismal district of the old-established Low Moor ironworks, founded 1796. Enormous mounds of cinders and other waste overspread the surrounding country.
4½	Wyke.	7½	Bradford tramways begin.
	BRADFORD. (*Town Hall.*)	12	(Described, p. 380.)

Route 84. BRADFORD TO HARROGATE

Miles from Harrogate		Miles from Bradford	
21½	BRADFORD. *Yorkshire.* (*Town Hall.*)		Proceeding by Market Street turn left and ascend Bank Street, crossing Kirkgate into Darley Street and straight on along North Parade into Manningham Lane.
	Fork of roads, keep right.		Keep right at fork of roads at Manningham Park gates.

Miles from Harrogate		Miles from Bradford	
19½	Frizinghall.	2	
19	Fork of roads, keep right.	2½	Keep right at fork of roads, road descending sharply.
	Bingley, 3 m.		
18¼	Shipley. Cross river	3¼	Busy town of worsted and other mills, and dye works.
	Aire.		
	Fork of roads, keep right.		Keep right in Shipley. (Left to Bingley, three miles.)
	Hollins Hill.		Long ascent of Hollins Hill.
13½	Menston.	8	Menston has melancholy associations. Here is a great lunatic asylum, holding 1500 deranged persons.
	Fork of roads, keep right. *Burley-in-Wharfedale*, 1 m.		Keep right at fork of roads. (Left to Burley-in-Wharfedale, one mile.)
11¾	Otley.	9¾	(Described, p. 434.) Turn to right in centre of Otley, and left by Market Place with Clock Tower.
	Leeds, 10½ m. ☞		
8¾	Fork of roads, Keep left. *Poole.* ☞	12¾	
	Cross the D Wharfe.		Very sharp left-hand turn, with dangerous corner.
6¼	Weeton Railway Station.	15¼	
3¼	Pannal Railway Station.	18¼	
	HARROGATE.	21½	(Described, p. 231.)

Route 85. NOTTINGHAM TO DONCASTER

Miles from Doncaster		Miles from Nottingham	
45	NOTTINGHAM. *Nottinghamshire.* (*Market Place.*)		(Described, Vol. III., p. 43.) Leaving Nottingham, proceed from Market Place by Long Row turn left into Clumber Street and straight across Parliament Street. Thence follow electric tramways along Milton Street, and up the long, straight incline of the Mansfield road to the tram terminus at Carrington.
43¾	Carrington.	1¼	
42¾	Woodthorpe.	2¼	
42	Daybrook Railway Station. Fork of roads, keep left.	3	Daybrook is a commonplace outskirt of Nottingham, with factories. Keep left at fork after passing Daybrook railway station.
41	Arnold.	4	The village of Arnold, chiefly on right, is a colliery and hosiery centre.
40¼	Red Hill.	4¾	At the foot of Red Hill notice the old building on right, once known as the "Guide House". It is a rather imposing building, now a farm. Here in ancient times travellers procured guides to conduct them through the difficult and dangerous roads of Sherwood Forest, whose limits we now enter. Steep ascent of Red Hill, up which the road goes in a cutting.
40	Fork of roads, keep left.	5	Keeping to left at fork through this, and descending, keep left again at succeeding fork. (Right to Ollerton, fifteen miles, see pp. 281-284, and to Southwell, ten miles.
40	Fork of roads, keep left.	5	

Miles from Doncaster		Miles from Nottingham	
	Ollerton, 15 m. 🚂 *Southwell*, 10 m. 🚂		(See pp. 281-284.)
	DOWN		Long gradual descent of about two miles.
37¾	*Papplewick*, 🚶 1½ m.	7¼	Village in the lovely forest district of Sherwood, whose beauties, however, are being smirched by colliery developments. The church, adjoining the Hall, was rebuilt in 1795, with the exception of the tower, which is of fourteenth century date. Over the south porch is a Norman figure representing St. James. The roomy pew, with a comfortable fireplace, belonging to the Hall, is a curious feature of the church. Here are several memorial slabs to foresters and ironworkers of Sherwood Forest, incised with representations of the forester's bow and horn, and the ironworker's bellows. Two of the latter are in the porch.
	UP†		Long ascent. The park of Newstead Abbey (now the seat of Sir Herbert Chermside) is on left, entered through the lodge-gates opposite the Hutt hotel, where motors and other conveyances must be left, visitors to the Park and Abbey not being allowed to drive through. Newstead may be visited only on Tuesdays and Fridays, and then only after permission having previously been obtained.
	Newstead Abbey. 🚶		

The mansion is one and a half mile through the park. The Priory of Newstead (never really an Abbey) was founded here, 1170, by Henry II., and was dissolved in the reign of Henry VIII., the lands and buildings coming into possession of Sir John Byron of Colwick, who remodelled the monastic domestic buildings as a residence, retaining much of the Priory church as a picturesque adjunct. The ruined west front is still a very striking feature of the mansion, which has a considerable lake before it, and contains a collection of Natural History specimens for which it has become famous.

The Byron family were ennobled in 1643, when the title of Baron Byron of Rochdale was created in favour of the Royalist head of the house. A vein of eccentricity was developed in the fifth Lord Byron, who perversely set himself to ruin the estate; timber being felled in every direction, the herds of deer killed, fences destroyed, and the mansion itself allowed to sink into such a state of decay that the only roof which did not leak was that of the scullery, in which this disagreeable nobleman finally died. His great-nephew, the famous Lord Byron, the poet, succeeded him, and was no less eccentric, although in a different way. After his death Newstead was sold to Colonel Wildman, who repaired the mansion and reinstated its former glories.

The remains of the Priory are of thirteenth century date. The ancient refectory has been converted into the dining-room of the mansion, and the chapter house is now a private chapel. The cloisters are incorporated with this stately and most interesting residence. The tomb erected by the poet to his dog "Boatswain" is visited by all pilgrims to Newstead.

Miles from Doncaster		Miles from Nottingham	
34¾	Cross-roads, keep straight on. *East Kirkby.* 3 m.	10¼	Keep straight on at cross-roads.
34	Bessie Sheppard's Stone.	11	Beside the road, on right hand, is a small stone with an inscription, restored in recent years, recording the murder on this spot of Elizabeth Sheppard by Charles Rotherham, July 7, 1817. It has lately been restored.
	Fountain Dale House, 1¼ m.		Modern mansion amid the charming forest scenery of Copmanhurst, the traditional meeting place of Friar Tuck and Robin Hood.
32½	Robin Down's Hill. Fork of roads, keep right.	12½	Long descent, beginning steeply, with sharp bend to left. Passing cemetery on left, the road traverses lovely woodland districts. Keep right at fork of roads at foot of descent.

Miles from Doncaster		Miles from Nottingham	
32	Junction of road from Derby.	13	Electric tramways conduct into Mansfield.
30½	Mansfield. (*Market Place.*)	14½	Pop. 36,888. The town takes its name from the river Maun ("Maunsfield"—the field by the Maun), which is really an insignificant stream, too small to attract the stranger's notice. Anciently the capital of the Sherwood Forest district, and described by Leland in the sixteenth century as a "praty market town," it is now a busy place, dependent upon a rapidly developing colliery district, and with a considerable electric tramway system. The old parish church is a building of heterogeneous styles. Quaint epitaph on Margaret Meymott, who is stated to have been "Remarkable in that she departed this life on the same day in which her beloved and justly-admired sovereign, Queen Anne, of pious memory, changed her earthly crown for a more exceeding weight of glory, which was August 1st, 1714".

Hotels: Midland; Swan. Motor repairs: Portland Motor Co., Ltd., Clumber Street.

	Derby, 23 m.		(See pp. 253-255.)
	Alfreton, 9¼ m.		
	Newark, 20 m.		(See pp. 290-295.)
	Chesterfield, 12½ m.		
			Leaving Mansfield out of the Market Place and along Leeming Street and Woodhouse Road, road descends lengthily and passes under a railway bridge to fork of roads, where keep right.
	Fork of roads, keep right.		
29	Mansfield Woodhouse.	16	The once pretty village is being spoiled by the development of the surrounding coalfield.
25½	Market Warsop.	19½	Market Warsop and Church Warsop, owing to colliery developments, are now practically one place.
	Turn left.		Turn left in Market Warsop and
	Turn right.		then right, and cross river Meden.

Miles from Doncaster		Miles from Nottingham	
	Cross the Meden.		
25	Church Warsop.	20	Church contains details of all periods from Norman.
	Cuckney Hill.		Long ascent of Cuckney Hill, with descent to the village.
	Cross-roads. *Sheffield*, 18½ m.		Keep straight on over cross-roads. (Left to Sheffield, eighteen and a half miles.)
23¼	Cuckney. Cross the Poulter.	21¾	Prettily situated village in the beautiful woodland district called the "Dukeries". The river Poulter runs through, towards Welbeck, and through Clumber Park, and expands here and there into charming lakes. The name

of the "Dukeries" arose long ago, from the circumstance of the Duke of Portland's extensive estate of Welbeck, the Duke of Newcastle's equally large Clumber Park, the Duke of Norfolk's property of Worksop Manor, and the Duke of Kingston's Park of Thoresby (the largest of all these fine estates), running side by side for many miles of forest districts. There are no longer any Dukes of Kingston, and Thoresby has devolved upon the Earls Manvers, while the Duke of Norfolk's estate has been sold to the Duke of Newcastle.

Rufford Park and Abbey, seat of Lord Savile, is a smaller outlying member of this chain of lordly demesnes, to the south.

23	Cuckney. Cross-roads, keep straight on for Worksop.	22	Keep straight on for Worksop, leaving Cuckney church on right. Welbeck Abbey is conveniently reached by turning to the right, and proceeding through Cuckney Norton.
	Welbeck Abbey, 2¾ m.		Welbeck Abbey, the palatial seat of the Duke of Portland, is the great attraction for tourists in these parts, and is best reached by

turning off to the right here and proceeding through Cuckney Norton, a pleasant village on the borders of the vast and beautifully wooded park, which is always accessible to the public.

THE DUKERIES ROUTES.

The road leads past well-kept hedgerows of a peculiar double character, designed by the fifth Duke, whose strange handiwork is seen in all the surroundings. The hedges were planted double for the purpose of affording a better shelter for game. Everything at Welbeck is on the grand scale. It is a place of magnificent distances. We approach past the farm buildings and the handsome block of almhouses built by the present (sixth) Duke. They were built and endowed from the money won by the Duke's racehorses, 1888-90, and are appropriately known as "The Winnings". The occupants are old or retired servants. Beyond the almshouses we come to the estate workshops, and thence to a number of buildings grouped around spacious lawns and broad paths. Here is the Secretary's office, where 1s. tickets are purchased, admitting to the gardens, the riding-school, etc. These are shown every weekday when the Duke and Duchess are not in residence. The mansion itself is not a show-place, but the famous underground rooms are shown at an additional charge of 1s. during the absence of the family.

It is not merely the magnificence of Welbeck Abbey and its surroundings which attracts such large numbers of visitors; but rather the air of mystery attaching to the place through the eccentric fifth Duke, who died 1879, after spending many recluse years here in constructing tunnelled approaches to the mansion, and underground rooms, both for it and for the many lodges in the park. The strange secluded Duke was something of a mystery in his lifetime, but in the years that have passed since his death, he has steadily become the subject of legend and myth. The extraordinary series of actions-at-law in which it was sought to prove him identical with T. C. Druce, of the Baker Street Bazaar, is still fresh in the public mind.

The ancient religious house from which the existing wholly secular "Abbey" is named was a home of Premonstratensian Canons, founded by Thomas de Cukeney, about 1154. It shared the general fate of the monasteries in the reign of Henry VIII., and the buildings and surrounding demesnes were granted to a certain Richard Whalley. Passing through some intermediate hands, Welbeck was purchased by the famous Bess of Hardwick. She settled it on Sir Charles Cavendish, the third son of her second marriage. His son, created Duke of Newcastle, cleared away the remains of the Abbey church and began the present mansion, which presents an extensive, but scarcely inspiring architectural composition, facing the Great Lake, a beautiful sheet of water, some three miles in length. The style of the building is a distinctly heavy, unimaginative Palladian, and its exterior rather resembles that of a public institution for the unfortunate and the afflicted than a residence.

Successive failures of direct heirs brought Welbeck into possession of the Cavendish-Bentincks, Earls and Dukes of Portland, most of whom added to the buildings, but it was left to the fifth Duke to expend some two millions sterling upon his amazing works. Proceeding from the Secretary's office, visitors are conducted over the kitchen gardens, and, passing the stables, are shown the club-rooms for workmen on the estate. They are then taken through the great Riding School, 385 feet long, 104 feet broad, and 51 feet high. This is a fine work in iron and glass, with semi-circular roof and beautiful decorations in light metal-work, representing small birds and wild woodland animals, amid foliage. From this point a narrow tunnel, large enough for only two persons to walk abreast, leads for about a quarter of a mile to the Abbey, close by the celebrated underground rooms whose ceilings are on a level with the surface of the ground. The light for the picture-gallery or ballroom is derived from sky-lights, and for the other rooms from a broad area. The park is famed for its ancient oaks. Of these the Greendale oak is perhaps the best known. Its great bulk suggested the barbarity perpetrated in 1724, when the heart of it was cut through to afford the curiosity of permitting the passage of a coach and four. In spite of this cruel usage, the tree still lives, but it is now in a very decayed condition, in common with most of the other famous oaks of this neighbourhood.

The famous Welbeck tunnels, although open to pedestrians and cyclists, and used by tradesmen's carts, etc., from Worksop, are now closed to motorists. The longest of the several tunnels which form a network around the Abbey starts from the region of the kitchens and proceeds for one and a half miles in a north easterly direction through the park, emerging upon daylight at what is known as the South Lodge, amid the trees. A further two miles brings the explorer to the Ollerton-Worksop road, where he turns left and descends to Worksop town. In another direction, this tunnel conducts to the Mansfield-Worksop road.

Miles from Doncaster		Miles from Nottingham	
17¼	Worksop. (*Market Place.*)	27¾	Pop. 16,112. Pleasant little town, with some quaint old houses, notably the "Old Ship" inn. But the chief interest is found in the lovely old gatehouse of the ancient priory of Worksop, or "Radford," as it was more exactly styled, the only remaining domestic part of the establishment. It would appear to have been built about 1320. It probably served also as a guest-house,

for an addition made about 1380 takes the form of a chapel for wayfarers. The dilapidated condition of this old gatehouse is now being remedied (1912), and the upstairs room being restored for use as a Church Room.

The Transitional-Norman nave of the Priory is the parish church of Worksop.

Hotels: Royal (garage); Lion; Station. Motor repairs: Vardy & Co., 8 Ryton Street; Forrest (garage), Market Place.

Miles from Doncaster		Miles from Nottingham	
	East Retford, 8 m. ☞ *Chesterfield*, 🖃 15 m.		(See pp. 315-317.)
	Cross the Ryton.		Leaving Worksop through the Market Place and along Bridge Street, cross the river Ryton.
	Fork of roads, keep right. *Sheffield*, 🖃 18¼ m. LEVEL CROSSING.		Keep right at fork of roads. (Left to Sheffield, eighteen and a quarter miles, see p. 301-302.)
13¼	Carlton-in-Lindrick.	31¾	Otherwise "North and South Carlton". South Carlton church is chiefly Late Norman, with an interesting tower which is possibly Saxon. The very beautiful park of Wallingwells, with a lake, beside which stands the church, is on left.
11¾	Hodsock.	33¼	In Hodsock Park, on left, is the mansion called Hodsock Priory. The late fifteenth century gatehouse, in brick, of the old mansion remains.
	Cross the Ryton.		
10¾	Oldcoates.	34¼	

Miles from Doncaster		Miles from Nottingham	
	East Retford, 9 m. ☞ *Maltby,* 🚂 4½ m.		(See pp. 368-369.)
	Enter Yorkshire.		
9½	MULPASS HILL.	35½	
7½	Tickhill.	37½	Small town on the edge of the South Yorkshire coalfield. The church is a very fine work of the Decorated and Perpendicular periods. Picturesque timbered Hospital of St. Leonard in Northgate, with date 1470, and inscription, "Yis mad Ion Tectwull". The "market-cross" is a circular stone building, like a classic temple, supported on eight columns.
	Bawtry, 3¾ m. ☞ *Rotherham,* 🚂 11¼ m.		
6¾	Fork of roads, keep left.	38¼	Keep left at fork of roads.
4½	Wadworth.	40½	
3½	Loversall.	41½	
1½	Balby.	43½	
	DONCASTER.	45	(Described, p. 324.)

ROUTE 85A. NOTTINGHAM TO OLLERTON

[*Direct and best route to Ollerton, from Nottingham.*]

Miles from Ollerton		Miles from Nottingham	
20	NOTTINGHAM. *Nottinghamshire.* (*Market Place.*)		(Described, Vol. III., p. 43.) Leaving Nottingham, proceed from Market Place by Long Row, turn left into Clumber Street and

Miles from Ollerton		Miles from Nottingham	
			straight across Parliament Street. Thence follow electric tramways along Milton Street, Melbourne Street, and up the long straight incline of the Mansfield road to the train terminus at Carrington.
18¾	Carrington.	1¼	
17¾	Woodthorpe.	2¼	
17	Daybrook Railway Station.	3	Daybrook is a commonplace outskirt of Nottingham with factory developments.
	Fork of roads, keep left.		Keep left at fork after passing Daybrook railway station.
16	Arnold.	4	The village of Arnold, chiefly on right, is a colliery and hosiery centre.
15¼	RED HILL.	4¾	At the foot of Red Hill notice the old building on right, once known as the "Guide House". It is a rather imposing building, now a farmhouse. Here in ancient times travellers procured guides to conduct them through the difficult and dangerous roads of Sherwood Forest, whose limits we now enter.
			Steep ascent of Red Hill, up which the road goes in a cutting.
	Fork of roads, keep left.		Keeping to left at fork through this cutting, and descending, keep right at next fork. (Left to Mansfield, nine and a half miles, see pp. 271-274.)
15	Fork of roads, keep right. *Mansfield*, 9½ m.	5	
14½	Fork of roads, keep right.	5½	At fork of roads in one-half mile, keep right. The road which runs straight ahead and is sign-

Miles from Ollerton		Miles from Nottingham	
			posted "Rufford" and "Ollerton" is really a rough and impracticable way.
	Cross the Dover Beck.		Road descends easily through somewhat wild and common-like district. Keeping straight on, over all oblique and other cross-roads, which are furnished with battered and scarcely decipherable signposts, we come across a stream called the "Dover Beck" to the
11	"Bridge House" inn. Fork of roads, keep left. *Epperstone*, 2 m.	9	"Bridge House" inn, on left, at the beginning of Oxton. Here keep to left at fork of roads. (Epperstone, two miles right.)
10¾	Oxton. *Southwell*, 5¾ m.	9¼	Oxton is a pretty, sheltered village at the foot of some rather dreary uplands. (See p. 290.)
10	Fork of roads, keep right. *Blidworth*, 3 m.	10	Keep right at fork of roads. (Left to Blidworth, three miles.)
			Road rises and undulates all the remaining ten miles to Ollerton. It is a lonely route, across Farnsfield and Bilsthorpe moors, and is for some seven miles distinctly narrow, with indifferent surface. Keep straight on over all cross-roads.
6½	"White Post" inn. Cross-roads, keep straight on. *Mansfield*, 6¼ m. *Southwell*, 5¼ m.	13½	Lonely wayside hostelry at cross-roads.
			Road rises and passes under a

Miles from Ollerton		Miles from Nottingham	
			railway bridge, rising further and then descending to cross-roads.
	Cross-roads, keep straight on. *Mansfield*, 6 m. *Southwell*, 6 m.		
4¼	Cross-roads, keep straight on.	15¾	
3¾	Cross-roads, keep straight on. *Mansfield*, 6¾ m. *Eakring*, 2¾ m.	16¼	
			Road now greatly improves, growing wider and with excellent surface. The scenery also undergoes a change, the bleak moors and uplands being exchanged for the lovely woodland scenery around Rufford Abbey.
2	Rufford Abbey Gates.	18	Wooded descent to Rufford Abbey, seat of Lord Savile. The elaborate entrance on right, with sculptured stone piers enriched with eagles, coats of arms, and the motto, *Murus æneas conscientia sana*, *i.e.* "A sound conscience is a wall of brass," form an imposing group.
	Edwinstowe, 1¾ m.		
1½	*Wellow*, 2 m. Cross the Rainworth Water.	18½	The woods of Rufford now end, and a level stretch of road leads across the brook called the Rainworth Water, and bears to right, past Ollerton railway station, into Ollerton.

Miles from Ollerton		Miles from Nottingham	
	OLLERTON. ("*Hop Pole*") *Hotel.*	20	(Described, p. 298.)

Route 86. NOTTINGHAM TO DERBY

Miles from Derby		Miles from Nottingham	
15¾	NOTTINGHAM. *Nottinghamshire.* (*Market Place.*) Fork of roads, keep left.		(Nottingham described, Vol. III., p. 43.) Proceeding from Market Place by Chapel Bar follow tramway up Derby Road, road ascending rather steeply. At the summit of this thoroughfare, by the cemetery, turn left across tramways, descending, rather steeply, Lenton Sands Hill.
15	Lenton Sands Hill.	¾	
14¼	Lenton.	1½	In the parish church is a fine Norman font, elaborately sculptured with Biblical scenes.
14	Adam's Hill.	1¾	Rather steep ascent. The road passes the park of Wollaton Hall, the stately residence of Lord Middleton. The mansion was built about 1580.
12¾	Fork of roads, keep right. *Ashby-de-la-Zouch*, 19½ m.	3	Keep right at fork of roads. (Left to Birmingham forty-seven and a half miles.) See Route 103, Vol. II., p. 368.
11	Bramcote.	4¾	Bramcote is pleasantly situated on a height, and is in itself a pretty village. Church, with conspicuous spire, is modern. Tower of the old church stands in a solitary situation. The singular isolated rock-pillar of red sandstone, known as the "Hemlock

Miles from Derby		Miles from Nottingham	
			Stone," visited by many, is half-mile on right, on the road to Strelley.
10	Stapleford.	5¾	Manufacturing village. Beside the road, near the church is a ninth century Saxon cross, sculptured with characteristic decoration. Church is Norman and Early English.
	Cross the Erewash. Cross the Canal. *Enter Derbyshire.*		
9½	Sandiacre.	6¼	Sandiacre is an ugly factory village, scarcely to be distinguished from the still more ugly and squalid Stapleford. It is said to have originally been styled "San Diacre," but no saint of that name is traceable. It is curious, as bearing upon the place-name and its derivation, that here is the best, and almost the only, sand in the neighbourhood, and that it is widely supplied to surrounding districts. The churchyard is exactly one acre in extent. Church and churchyard are situated on a remarkable hill of yellow sandstone, north of the village. The site, before industrial developments spoiled the place, must have been very beautiful and very striking. The church, dedicated to St. Giles, is chiefly remarkable for its very fine Decorated chancel, *c.* 1340.
	Dale Abbey, 3 m. ☞		The few remains of Dale Abbey are three miles right, past the iron-works and blast-furnaces of Stanton-by-Dale.
	Sandiacre Hill.		Long rise, rather steep and rough, to Risley.
8	Risley.	7¾	The church was originally built, 1593, as a chapel for the adjacent

Miles from Derby		Miles from Nottingham	
			Risley Hall. The Renascence chancel-screen and the alabaster font, enriched with the arms of the Willoughbys, are good. Risley Hall was one of the residences of Ernest Terah Hooley.
4¾	Borrowash.	11	
	Spondon.		The church, rebuilt after the fire of 1340, was grievously "restored," 1826. The road now skirts Chaddesden Park, on right, and then Racecourse. Derby electric trams begin.
¼	Fork of roads, keep left. Cross the	15½	Keep left at fork of roads, and cross the Derwent, into Derby.
	Derwent.		
	DERBY. (*Market Place.*)	15¾	(Described, Vol. III., p. 31.)

Route 87. NOTTINGHAM TO MATLOCK BATH

[*This is a shockingly bad road, but the best route to Matlock from Nottingham that the neighbourhood affords. The traveller will get no joy of it.*]

Miles from Matlock Bath		Miles from Nottingham	
24½	NOTTINGHAM. *Nottinghamshire.* (*Market Place.*)		
22¼	Alfreton Road. Level Crossing.	2¼	
20½	Cinderhill.	4	Modern industrial village, of forbidding ugliness.

Miles from Matlock Bath		Miles from Nottingham	
	Derby, 15¼ *m.* *Mansfield*, 12¾ *m.* LEVEL CROSSING.		(See pp. 256-260).
			Sharp rises to Nuttall.
19	Nuttall.	5½	Church is chiefly Perpendicular. Alabaster effigy of Sir Robert Cokefield. The mansion opposite the church was built 1754, and is called Nuttall Temple, in allusion to its classic style. A domed roof is conspicuous in its design.
	Fork of roads, keep left. *Alfreton*, 11¼ m.		Keep left at fork, past church. (Right to Alfreton, eleven and a quarter miles.)
			Lengthy rise and fall to Kimberley.
18¼	Kimberley.	6¼	Modern village, amid coalfields and several large breweries.
			Road again rises, and then goes roughly and steeply down to a
17	LEVEL CROSSING.	7½	level-crossing at Kimberley station, over which turn right.
16	Brookhill Leys.	8½	
15½	Eastwood.	9	Modern colliery village.
			Series of descents, growing steep and dangerous, past "Sun" inn,
14½	Eastwood Railway Station.	10	to railway station.
	Mansfield, 11¾ m.		(See pp. 254-255.)
	Cross the		Cross the canal and the river Erewash.
	Canal.		

Miles from Matlock Bath		Miles from Nottingham	
	Cross the Erewash. *Enter Derbyshire.*		
14¼	Langley Mill. Fork of roads, keep right. *Heanor*, 1 m.	10¼	Keep right at fork of roads. (Left to Heanor, one mile, see p. 254.)
	LEVEL CROSSINGS.		Pass two level-crossings.
11½	Codnor.	13	Here stood the old castle of the Lords Grey of Codnor. It has long disappeared, the stones of it being put to the more useful, though less romantic, purposes of building the surrounding farm houses.
			Passing Ripley railway station, the small market town, situated at the cross-roads, is entered.
9¾	Ripley.	14¾	Pop. 11,000. Ripley has greatly thriven upon the surrounding colliery developments.
	Cross-roads, keep straight on. *Derby*, 9½ m. *Chesterfield*, 14 m.		Keep straight on at cross-roads. (See pp. 217-219.)
			Leaving Ripley up Church Street, road descends.
9½	Fork of roads, keep right. *Belper*, 3½ m.	15	Keep right at fork of roads in one-quarter mile. (Left to Belper, three and a half miles.)
	D		Long, steep descent to a level-crossing and canal bridge.

Miles from Matlock Bath		Miles from Nottingham	
	LEVEL CROSSING.		
	Cross the		
	Canal.		
7	BULL BRIDGE.	17½	
	Cross the		
	Amber.		
	Wingfield Manor. ☞		Here, on right, are the romantic and extensive ruins of Wingfield Manor, once the stately semi-castellated residence of Ralph, Lord Cromwell, who built it in the reign of Henry VI. It became one of the seats of the Earl of Shrewsbury in the reign of Queen Elizabeth, and here he had Mary, Queen of Scots, in custody for some time. The ruined condition of the mansion is largely due to the sieges of 1643 and 1644.
	Pentrich. ☞		In this village, at the "White Horse" inn, a few labourers, captained by one Jeremiah Brandreth, set afoot an insurrection, in June, 1817. They styled themselves the "Regenerators," and set out to capture Nottingham Castle. The enterprise was an utter failure. Twenty-three rebels were seized and put upon trial at Derby. Three were executed.
6½	Fork of roads, keep right.	18	Keep left at fork of roads. (Right to Crich, three-quarter miles.)
	Crich, ¾ m. ☞		
			Easy descent, crossing the Amber to Ambergate junction.

Miles from Matlock Bath		Miles from Nottingham	
	Cross the Amber.		
5	Ambergate. Fork of roads, keep right. *Derby*, 10¼ m.	19½	Keep right at fork of roads. (Left to Derby, ten and a quarter miles, see pp. 199-200.)
	MATLOCK BATH.	24½	Thence to Matlock Bath, as pp. 200-201.

Route 88. NOTTINGHAM TO SOUTHWELL

Miles from Southwell		Miles from Nottingham	
15	NOTTINGHAM. *Nottinghamshire.* (*Market Place.*)		(Nottingham described, Vol. III., p. 31.) Nottingham to Oxton, see Route 85A.
5¾	Oxton. Fork of roads, keep right. WATERSPLASH. Fork of roads, keep left.	9¼	At next fork of roads keep right, passing to right of Oxton church, crossing a watersplash. At a further fork of roads keep left, road proceediug steeply uphill past Oxton Park, and then continuing by a series of pitches, finally descending and turning right, down into Southwell.
1¼	Fork of roads, keep right.	13¾	
	SOUTHWELL.	15	(Described, pp. 292-293.)

Route 89. NEWARK TO CHESTERFIELD

Miles from Chesterfield		Miles from Newark	
32½	NEWARK. *Nottinghamshire.* (*Castle.*)		(Newark described, Vol. III., p. 131.) Passing the Castle, and crossing

Miles from Chesterfield		Miles from Newark	
	Cross the Devon. LEVEL CROSSING.		river Devon and railway level-crossing, keep left at fork of roads. (Right to Retford, twenty miles, see p. 322.)
	Fork of roads, keep left. *Retford*, 20 m.		
	Cross the Trent.		
30½	Kelham.	2	Kelham is reached through a flat, low-lying district, and by crossing the river Trent, which not infrequently floods the surrounding lands, converting them into the likeness of an inland sea. Kelham Hall, burnt down 1857, and rebuilt for the then owners, the Manners-Sutton family, is now in the occupation of a Roman Catholic seminary of priests.
	Fork of roads, keep left. *Worksop*, 19½ m.		Keep left at fork of roads past gates of Kelham Hall. (Right to Worksop, 19½ miles, see pp. 297-301.)
29	Averham.	3½	Pleasant village near the banks of the Trent. The interesting church, on the left, stands by the river side, in a sweetly-wooded scene. It is Early Norman, Early English, Decorated and Perpendicular. Monuments of Sutton family.
	Fork of roads, keep right.		Keep sharp to right in Averham.
28¼	Fork of roads, keep left.	4¼	Keep left at fork of roads.
26¾	Upton.	5¾	Upton is appropriately named, standing, as it does, on a hillside. The church, with its strikingly beautiful Perpendicular tower, is

Miles from Chesterfield		Miles from Newark	
			otherwise Early English, and Decorated. The ancient font has been banished to the churchyard.
	Cross a stream.		
25¼	LEVEL CROSSING. Cross the Greet.	7¼	Passing over a level crossing, and then immediately crossing a little stream known as the "river Greet," keep left at fork of roads, and then at further fork of roads in about a half mile, keep right, into Southwell.
	Fork of roads, keep left.		
24¾	Fork of roads, keep right.	7¾	
24½	Southwell.	8	Pop. 3170. Locally "Suth'ell". Small, very quiet countrified town, whose history is entirely secondary to the great Minster, which finally became the cathedral of the newly-constituted diocese of Nottinghamshire and Derbyshire in 1884.

Southwell stands on the little river Greet, a tributary of the Trent, and on four ancient springs or wells. A further group of wells, seven miles north-east, became also the site of a very early settlement, but Norwell, as this place is named, never, like Southwell, emerged from obscurity. Southwell's rise began in the building of a church here by Paulinus, about A.D. 630. This was rebuilt by St. Wilfrid, about 707. The rebuilt church was probably destroyed in the irruptions of the Danes, and would seem to have been re-founded A.D. 958. It then became a collegiate foundation, owning considerable property; hence the early architectural importance of the buildings erected here.

The existing cathedral is 318 feet long, and includes a good deal of very fine Late Norman work. The two lofty western towers are of that period, and are crested with pyramidal lead-covered spires, added during the restoration of 1880. These spires are more or less a replacement of those which disappeared in a disastrous fire in 1711. They give a singularly foreign appearance to general views of the exterior, and effectually dwarf the very fine central tower, which itself rises to a height of 105 feet, and is of contemporary date with the west front. The nave and transepts are of the same period; massive, and

of a simple grandeur. The modern semicircular oaken roof, by Ewan Christian, replacing a former flat roof, is a rather unfortunate choice; giving a tunnel-like effect to the nave; while the position of the organ, over the rood-screen, is an error of judgment of a peculiarly flagrant kind, hiding, as it does, the choir and east end. The rood-screen itself, a very beautiful work of the Decorated period, comes under the same criticism, being more or less an obstruction to the view; but it is a survival from the old times, when the monastic choir was, as a matter of course, cut off from the body of the church. It has thus a logical existence historically considered, but is entirely at variance from modern congregational uses.

The choir is Early English: the east wall lit by two tiers of lancets, four in each tier. The beautiful Chapter House, octagonal in form, is Decorated, and is enriched with an abundance of extremely fine and delicately undercut sculpture, representing a large variety of foliage, treated naturalistically; with birds, beasts, and reptiles. The very similar Chapter House at York is generally considered to have been a copy of this.

The "Saracen's Head" inn, a picturesque and comfortable old hostelry, is a house with a history. It was here that Charles I. rested, 17th August, 1642; and here, 5th May, 1646, he surrendered himself a prisoner to the Scottish Commissioners. "King Charles's Bedroom" is still shown.

Hotel: Saracen's Head.

Miles from Chesterfield		Miles from Newark	
	Kirklington, 3¼ m. ☞		(See pp. 295-296.)
			Leaving Southwell, keep to right, past "Crown Hotel," and then to left, along Queen Street.
24	Fork of roads, keep right. *Nottingham*, ☜ 14 m.	8½	Keep right at fork of roads. (Left to Nottingham, fourteen miles.)
23	Halam.	9½	Village picturesquely situated at the foot of a steep hill. The church, dedicated to St. Michael, has some Norman portions, but is chiefly Early English.
21¾	Edingley.	10¾	Church has been reduced in size at various times.
20½	Farnsfield.	12	Large village, with modern

Miles from Chesterfield		Miles from Newark	
			church. The ancient font lies neglected in the churchyard.
19¾	Cross-roads. *Oxton*, 3½ m. *Ollerton*, 6½ m.	12¾	
17	Blidworth Railway Station.	15½	
16½	Rainsworth.	16	
	DOWN		
12½	Mansfield. *Nottingham*, 14½ m. *Worksop*, 13¼ m. *Derby*, 23 m. *Alfreton*, 9¼ m.	20	(Described, p. 274.) (See pp. 274-279.) (See pp. 253-255.)
			Proceeding through Mansfield market-place, and out of the town by Westgate, electric trams occupy the road on the way to Pleasley.
9½	Pleasley. Cross the	23	Wayside hamlet.
	Meden. *Enter Derbyshire.*		
	DOWN		Smart descent.
	Fork of roads, keep left. *Rotherham*, 20¾ m.		Keep left at fork of roads. (Right to Rotherham, 20¾ miles, see pp. 260-261.)
7½	Glapwell. *Hardwick Hall*, 1½ m.	25	Wayside hamlet. An inn here bears the strange sign, "Young Vanish". It was the name of a racehorse owned by the squire. Hardwick Hall, a seat of the Duke of Devonshire, stands in a park stocked with deer. The mansion was built 1590-97 by the

famous Bess of Hardwick, Countess of Shrewsbury, whose initials, E.S., surmounted by a coronet, appear prominently on the cresting of the towers. The great number and size of the windows, and the comparatively small amount of wall-space long ago gave rise to the saying: "Hardwick Hall, more glass than wall". Among the most interesting rooms is that traditionally associated with Mary, Queen of Scots; but tradition here, as often elsewhere, lies. She was never here. The embroidered coverings of the bed and the chairs are said to have been worked by her during her long captivity. But the present Hall was not begun until after her execution.

Miles from Chesterfield		Miles from Newark	
	DOWN		
	UP†		
5¼	Heath.	27¼	Church rebuilt 1852.
	UP†		
3½	Temple Normanton.	29	More or less modern outskirt of Chesterfield.
	DOWN		
	CHESTER-FIELD. (*Market Place.*)	32½	(Described, p. 219.)

Route 90. SOUTHWELL TO OLLERTON

Miles from Ollerton		Miles from Southwell	
11¼	SOUTHWELL. *Nottinghamshire.* "Saracen's Head" inn. Turn left. Turn right. Turn left.		Keeping left from "Saracen's Head" inn, take second to right, and then again left, along the pleasant road to Kirklington, up the easy incline of Gold Hill.
9½	Gold Hill.	1¾	
	UP†		
9¼	Fork of roads, keep right.	2	Keep right at fork of roads, and past railway station.

Miles from Ollerton		Miles from Southwell	
	Cross a stream.		Crossing a stream at a pretty spot, with a mill-pond, road rises to Kirklington.
8	Kirklington.	3¼	The wooden pulpit of Kirklington church is something of a curiosity, and affords a strange insight into the habits of the old-time parson. The holes in it, plugged with wooden plugs of obviously recent date, are relics of the time when a sporting incumbent of the early nineteenth century was accustomed to use it as a screen in his duck-shooting expeditions.
	Fork of roads, keep left.		Keep left at fork at end of Kirklington.
7	Fork of roads, keep right.	4¼	Keep right at fork in one mile.
6½	Fork of roads, keep left.	4¾	Keep left at fork in one-half mile.
	Fork of roads, keep right.		Keep right at fork.
6	Fork of roads, keep right.	5¼	Keep right at fork in one-half mile.
5½	Bilsthorpe.	5¾	Small village, secluded amid the sylvan glades of Sherwood Forest. The churchyard commands good views. The Decorated and Perpendicular church contains some monuments of the Saviles of Rufford Abbey, and one to Dr. William Chappell, Bishop of Cork and Ross, died 1649.
			Bearing to left out of Bilsthorpe, the south lodges of Rufford Park are reached.
	Fork of roads.		Here, at fork, keep left.
4¼	Rufford Park, South Lodges. Keep left.	7	

Miles from Ollerton		Miles from Southwell	
	Cross the Rainworth Water. Cross-roads. Turn right.		Turn right at cross-roads.
1¾	*Rufford Abbey.* ☞	9½	Seat of Lord Savile. The original Abbey, after which the present mansion is named, was a Cistercian monastery, founded 1148 by Gilbert de Gaunt, Earl of Lincoln.
	OLLERTON.	11¼	(Described, p. 298.)

Route 91. NEWARK TO OLLERTON AND SHEFFIELD

Miles from Sheffield		Miles from Newark	
40	NEWARK. *Nottinghamshire.* (*Castle.*) Cross the Devon. Level Crossing. Fork of roads, keep left. *Retford*, 20 m. ☞		(Newark described, Vol. III., p. 131.) Passing the Castle and crossing river Devon and railway level crossing, keep left at fork of roads. (Right to Retford, twenty miles, see pp. 320-322.)
	Cross the Trent.		Crossing the Trent, Kelham (described, p. 291) is reached. Here keep right at second turning, opposite entrance to Kelham Hall.
38	Kelham. Fork of roads, keep right. *Southwell*, 6 m.	2	(Left to Southwell, six miles, see pp. 291-292.)
37¾	Fork of roads, keep left.	2¼	Keep left at two successive forks of roads.

Miles from Sheffield		Miles from Newark	
34½	Caunton. Cross a stream.	5½	Village on right.
31	Kneesall.	9	Village in a remote situation, on lofty site. Church is chiefly Decorated.
30	Ompton.	10	Wayside hamlet.
28½	Wellow.	11½	Picturesque and very rustic village, surrounding a village green, in midst of which stands a maypole, erected 1897, in place of an older and decayed one.
	Southwell, 9½ m. Fork of 3 roads. Take middle road.		At fork of three roads at end of Wellow, take centre road.
27¼	Ollerton.	12¾	Small village, formerly a market-town. A convenient centre whence to explore the scenery of the "Dukeries". Here is an excellent hotel, the "Hop Pole," which may fittingly be made the motorist's headquarters. It is the recognised Royal Automobile Club centre for exploration of the Dukeries and Sherwood Forest. (See pp. 295-297.)
	Southwell, 11¼ m. Cross river Maun.		
27	Fork of 3 roads. Take middle road.	13	Leaving Ollerton, keep straight ahead; the road almost immediately entering the woodlands of

Miles from Sheffield		Miles from Newark	
			Thoresby at a fork of three roads, where take middle road, straight ahead.
	Edwinstowe, 🚲 1½ m. *Normanton inn*, 4¾ m. 🚂		Legends have it that Robin Hood and Maid Marian were married in Edwinstowe church, but as Robin Hood was most likely a mythical personage, we need not dwell greatly on the subject. The sculptured stone formerly over the south chancel door, but now built into the north wall of the nave, is said to have been the standard foot of eighteen inches used in measuring forest land, but it is only fourteen inches long. There is another such stone at Newstead Abbey.
26¾	*Perlethorpe*, 1¾ m. 🚂 *Thoresby*, 2 m. 🚂	13¼	Thoresby, on right, reached either shortly after leaving Ollerton, past a monumental-looking milestone, on right, or from Budby,

is the seat of Earl Manvers. It is a modern mansion, built 1864-1874, near the site of the old Hall and adjoining a beautiful lake of sixty-five acres, formed from the river Meden. Woodlands in a state of nature completely surround it, extending on three sides for many miles. The park, which was formed out of Sherwood Forest by the Earl of Kingston in 1683, runs with that of Clumber. Perlethorpe church, about one-half mile east of the mansion, was built by the then Earl Manvers, 1876.

Proceeding straight ahead, through that portion of the woods known as "Birkland" (*i.e.*, "Birchland"), we are in the midst of the ancient forest of Sherwood, scene of the most famous legendary doings of Robin Hood and his merry men. The sturdy ancient oaks and the graceful silver birches of the merry greenwood dispute for mastery above all other growths, although there are numerous fine beeches. It is a disputable point whether these glades of Sherwood are the more beautiful in their fresh spring mantle of green or in the flaming colours of leafy decay in October.

Miles from Sheffield		Miles from Newark	
24¼	Budby. Cross the Meden.	15¾	Small woodland village, in picturesque situation, on the river Meden. The great lake of Thoresby opens out on the right.
24	Fork of roads, keep right. *Cuckney*, 3 m. *Thoresby*, 1¾ m.	16	Keep right at fork of roads. (Left to Cuckney, three miles.)
	Carburton, ¾ m. Cross the Poulter. *Clumber*, 1¾ m.		Small village, with Norman chapel. The park of Welbeck Abbey borders the road on left, with lodge-gates admitting to the demesne. (Welbeck is described, pp. 275-278.) Clumber Park, on right, reached through Carburton, is the beautiful estate of the Duke of Newcastle, a woodland demesne eleven miles in circumference, formed about 1770 by the then Duke out of a ragged expanse of marshy heath intersected by the river Poulter. The mansion then built was subsequently added to, and partly destroyed by fire, 1879. Restorations and additions have further beautified it. Terraces face the fine lake of eighty-seven acres, and a stately church of almost cathedral-like proportions, built by the present Duke at a cost of £40,000, comes strikingly into the scene.
19¾	Junction of road from Markham Moor. SPARKEN HILL.	20¼	Markham Moor, nine miles right, see pp. 307-308. Here, on left, are the magnifi-

Miles from Sheffield		Miles from Newark	
			cent gates to Welbeck Abbey Park, built about 1893 by Duke of Portland. The stone gate-piers are crested with the double-tailed lions of the Cavendish-Bentincks, with the family motto, *Craignez Honte*, *i.e.*, "Fear shame".
19	Fork of roads, keep left.	21	Keep left for Worksop at fork of roads, where telegraph-wires go off to right.
18½	Worksop. (*Market Place.*)	21½	(Described, p. 278.)
	East Retford, 8 m.		(See pp. 315-317.)
	Chesterfield, 15 m.		
	Mansfield, 13¼ m.		(See pp. 274-280.)
	Doncaster, 17¼ m.		
	Cross the Ryton.		Leaving Worksop through Market Place, and along Bridge Street, cross river Ryton.
	Fork of roads, keep left. *Doncaster*, 16¾ m.		Keep left at fork of roads. (Right to Doncaster, 16¾ miles, see pp. 279-280.)
			Long incline.
16½	Gateford. *Enter Yorkshire.*	23½	Wayside hamlet.
			Gradual incline over Lindrick Common. Indifferent surface. Thence sharp, steep descent, succeeded by a similar rise. Poor surface throughout, with further rises and falls to South Auston, and on to Aston.
12¼	South Auston.	27¾	
8¾	Aston.	31¼	

Miles from Sheffield		Miles from Newark	
	D		Smart fall, followed in one half mile by further and steeper descent.
	Mansfield, 🚂 18¼ m. *Rotherham*, 5¾ m. ☞		(See pp. 260-263.)
7¾	Swallow's Nest.	32¼	
			Long ascent, with following short steep fall.
6½	Woodhouse Mill Railway Station. Cross the	33½	
	Rother.		
6½	Woodhouse Mill.	33¾	
			Long inclines.
4½	Handsworth.	35½	
			Long easy descent.
3¼	Darnall.	36¾	
2	Attercliffe.	38	Sheffield electric tramways through Attercliffe. Follow them to Wicker, and thence up Waingate and High Street.
	SHEFFIELD.	40	(Described, pp. 222-224.)

Route 92. OLLERTON TO CUCKNEY

Miles from Cuckney		Miles from Ollerton	
6	OLLERTON. *Nottinghamshire.* Cross the		Proceeding from Ollerton as for Worksop, cross the river Maun.
	Maun.		
5¾	Fork of 3 roads. Take middle road. *Edwinstowe*, 🚂 1½ m.	¼	Take middle road at fork of three.

Miles from Cuckney		Miles from Ollerton	
	Normanton inn, 4¾ m. ☞		(See below : Route 93.)
3	Budby.	3	
2¾	Fork of roads, keep left. *Worksop*, 5¾ m. ☞	3¼	Keep left at fork of roads beyond Budby. (Right to Worksop, five and three quarters miles, see pp. 300-301.)
	CUCKNEY.	6	

Route 93. OLLERTON TO BAWTRY, DIRECT

[*The route given below, although direct, has long been partly disused and derelict, as between Ollerton and Normanton inn. It was formerly a portion of Nottingham and Doncaster road, and is now* (1913) *about to be restored by the Notts County Council. A portion,* 1 *mile in length, between Normanton Inn and the cross-road from Bothamsall and Thoresby was restored in* 1912 *at a cost of* £1165, *granted by the Road Board.*]

Miles from Bawtry		Miles from Ollerton	
15½	OLLERTON. *Nottinghamshire* Cross the Maun.		Proceeding from Ollerton, as for Worksop, cross the little river Maun.
15¼	Fork of 3 roads. Take right. *Worksop*, 8½ m. straight ahead.	¼	Take the right-hand road at fork of three. (Worksop, eight and a half miles, straight ahead, see pp. 298-301.)
12¾	☜ *Perlethorpe.* Cross the Meden.	2¾	
11½	*Bothamsall*, 1¼ m. ☞ *Thoresby*, ☜ 1 m.	4	
10¼	Normanton Inn.	5¼	
8¼	Apleyhead Lodge : Clumber Park Gates.	7¼	
	Keep straight on.		Keep straight on. (Left to Worksop, four miles, see p. 308.)

Miles from Bawtry		Miles from Ollerton	
	Worksop, 4 m.		
	BAWTRY.	15½	Apleyhead Lodge to Bawtry, as Route 94.

Route 94. OLLERTON TO CLUMBER AND BAWTRY

Miles from Bawtry		Miles from Ollerton	
17¼	OLLERTON. *Nottinghamshire.*		Ollerton to Budby, as pp. 298-300.
14¼	Budby.	3	
14	Fork of roads, keep right. *Cuckney*, 2¾ m.	3¼	Keep right at fork of roads past Budby.
12¾	Turn right.	4½	
12	Carburton. Cross the Poulter.	5¼	Crossing the river Poulter, which feeds the lakes of Clumber and Welbeck, the road rises, and in three quarters mile joins the beautiful Limetree Avenue, planted by the fifth Duke, generally known as the "Crimean Duke," having been one of the incompetent ministers of the sorry Liberal Administration who blundered the country into the Crimean War. He shone to greater advantage as a gardener than as a statesman.
8½	Apleyhead Lodge : Clumber Park Gates.	8¾	
8	Checkerhouse Railway Station.	9¼	
6¾	Ranby. Cross the Ryton.	10½	

Miles from Bawtry		Miles from Ollerton	
4	Blyth.	13¼	Decayed market-town. Here was formerly a Benedictine Priory, of which the priory church was partly used for the parish: hence when the priory itself was dissolved, and its domestic buildings destroyed, part of the church survived. It is of great interest, being massive Norman, and Early English. The tower was built *c.* 1400.
	Cross the Ryton.		
	BAWTRY.	17¼	(Described, p. 324.)

Route 95. LINCOLN TO WORKSOP

Miles from Worksop		Miles from Lincoln	
28½	LINCOLN. *Lincolnshire.* (*Stonebow.*)		(Lincoln described, Vol. III., pp. 215-20.) Leaving Lincoln in a westerly direction from Stonebow, along Guildhall Street and Newland, turn abruptly to left, descending Gas Street, and then abruptly right into Carholme Road. We now proceed straight ahead, over the Common and past the race-course.
26½	Turn left.	2	
26	Cross 2 dykes.	2½	
24	Turn right. Cross the Till.	4½	
22½	Saxilby.	6	Saxilby village is on right, with

Miles from Worksop		Miles from Lincoln	
	Fork of roads, keep left. Cross the Fossdyke.		a good Perpendicular church. Keep left at fork, and over the Fossdyke and railway. The road now runs for one and a half miles, to Drinsey Nook inn, beside the Fossdyke navigable canal.
21	Drinsey Nook inn.	7½	
	Fork of roads, keep left. *Gainsborough*, 11¾ m. ☞		Here keep left at fork of roads. (Right to Gainsborough, eleven and three quarters miles.)
18	Newton-on-Trent. Fork of roads, keep right.	10½	Here is an elaborately-restored church, largely Early English. Keep to right to enter Newton, (left to Newark). Half way through Newton turn left, crossing the river Trent in three quarters mile. (Toll-bridge.)
	Cross the Trent. *Enter Nottinghamshire.*		Scenery on the Trent here, where the river divides into two channels, south of the bridge, is of considerable beauty.
16¾	Dunham-on-Trent. Cross-roads, keep straight on.	11¾	Here is a fine church, chiefly Perpendicular. Straight on, over cross-roads.
14½	Darlton.	14	
12½	LEVEL CROSSING.	16	
12	East Markham.	16½	The scenery grows picturesquely rugged at East Markham, with numerous windmills on the hills, and plum-orchards in the levels. In the church, a fine Perpendicular building, with beautiful tower, is monument of Sir John Markham, Justice of the Common Pleas, who drew the legal Act of Deposition which dethroned Richard II., 1399. He, and not Judge Gascoyne, is said to have been the one who rebuked Prince

Miles from Worksop		Miles from Lincoln	
			Henry, in the well-known story of that riotous Prince. He died 1409. Brass: Millicent Meryng, second wife of the judge, died 1419.
	Markham Clinton, or West Markham, ☜ ½ m.		The old church is deserted, and falling into ruin. The new church was built 1833, by the then Duke of Newcastle, as a mausoleum, and is now used by the parish as the place of worship. It is a dismal classic building, like a heathen temple.
			Steep rise through East Markham, and easier fall to the Great
10½	Great North Road. (*Markham Moor inn.*)	18	North Road, at Markham Moor inn.
	Oblique cross-roads, keep right, and then left. *Tuxford,* ☜ 2 m. *East Retford,* 5 m. ☞ Cross the		Keep to right and then left at oblique cross-roads. (See pp. 321-322.)
	Maun.		
9¾	West Drayton. Fork of roads, keep left. *Elksley,* 1½ m. ☞ Cross the	18¾	Small Norman church, without aisles. Keep left at fork of roads at end of West Drayton. (Right to Elksley, one and a half mile right), and then across the Meden, and straight ahead.
	Meden.		
6¼	Cross-roads: Clumber Park Gates. Turn right.	22¼	Turning right at cross-roads, where the closed gates of Clumber Park face the traveller, we see the Normanton inn immediately,

Miles from Worksop		Miles from Lincoln	
	Ollerton, 5 m. Normanton inn.		standing in a solitary situation amid the woodlands. The road to Ollerton, on left, was formerly the direct road to Nottingham, but fell into disuse many years ago, and is only, at present time of writing, about to be restored by the Notts County Council. It has long been a mere rough, grass-grown drive.
4	Apleyhead Lodge : Clumber Park Gates. Turn left. *Checkerhouse Railway Station*, ¼ m.	24½	Turn left at fork of roads to Apleyhead Lodge. (Right at Checkerhouse railway station, a half mile.)
	WORKSOP. (*Market Place.*)	28½	(Described, p. 278.)

Route 96. CHESTERFIELD TO MATLOCK AND ASHBOURNE

Miles from Ashbourne		Miles from Chesterfield	
27	CHESTER-FIELD. *Derbyshire.* UP†		Proceeding from the Market Place, road rises up Walton Lane. Electric trams.
25½	New Brampton. Fork of roads, keep left. *Baslow*, 7 m. Cross the Hipper.	1½	Keep left at fork of roads in New Brampton, crossing a stream called the Hipper. (Right to Baslow, 7 miles.)
24¼	Walton. UP† *Gradient* 1 in 9.	2¾	

Miles from Ashbourne		Miles from Chesterfield	
22¼	"Red Lion" inn.	4¾	Keep left at fork of roads. (Right to Rowsley, 5 miles.)
	Fork of roads, keep left. *Rowsley*, 5 m. ☞		
			Lengthy descent, steep gradients, through Kelstedge, to crossing of river Amber.
	Gradient 1 in 9.		
20½	Kelstedge.	6½	
	D		
	Gradient 1 in 7. Cross the		
	Amber.		
			Very steep rise from bridge, and up through Slack to Tansley Moor, thence long, steep and winding descent to Matlock Bridge.
	Gradient 1 in 7.		
19¾	Slack.	7¼	
	D		
	Gradients 1 in 8.		
18	Matlock Bank.	9	
	D		
	Gradient 1 in 8.		
	Cross-roads, keep straight on. *Rowsley*, 4¾ m. ☞ *Alfreton*, 🚂 8 m.		Keep straight on over cross-roads. (Right to Rowsley, four and three-quarter miles, see pp. 202-203.)
16¾	Matlock Bridge.	10¼	(Described, p. 202.)
	Cross the		Crossing the Derwent keep immediately to left. (Right to Winster, four miles.)
	Derwent. Fork of roads, keep left. *Winster*, 4 m. ☞		

Miles from Ashbourne		Miles from Chesterfield	
15	Matlock Bath.	12	
14	Cromford. ("*Greyhound*" *hotel.*)	13	(Described, p. 201.)
	Fork of roads, keep right. *Ambergate*, 5 m. straight on.		Keep to right at fork of roads. (Straight on to Ambergate, five miles, see pp. 200-201.)
			Keeping round to extreme right, the best way to Ashbourne is as shown below. [Shorter route by three miles, but more arduous, on left, by Hopton.]
			Road rises up the valley of the "Via Gellia," to Longcliff. The "Via Gellia," in spite of its specious name, is not a Roman road, but was made by one of the Gell family of Hopton. It is a lovely route, pursuing its course through a ravine, from whose sides rise lofty limestone precipices, clothed with trees and brushwood.
10	Grange Mill. *Winster*, 2 m.	17	Hamlet, clustered around an inn and an old flour-mill.
8	Longcliff.	19	
	Fork of roads, keep left.		Keep left at fork of roads.
			Long steep descent.
5	Bradbourne Mill.	22	
3	Woodeaves Mill Lodge.	24	
2	Bentley Corner. Junction of roads, keep left.	25	Keep left at junction of road from Newhaven inn, on right.
1	Sandybrook Hall.	26	

Miles from Ashbourne		Miles from Chesterfield	
	D *Gradient* 1 in 8.		Steep and dangerous descent into Ashbourne.
	ASHBOURNE.	27	(Described, p. 44.)

Route 97. CHESTERFIELD TO MANCHESTER

Miles from Manchester		Miles from Chesterfield	
44	CHESTER-FIELD. *Derbyshire.*		Electric trams and stone setts to Brampton.
43	New Brampton.	1	
	D *Gradients* 1 in 9.		Road rises for three miles, and then descends five miles, to approach Baslow; a very fine run across East Moor, down to the valley of the Derwent. It is fine as a run, but the moorlands are grim and dreary.
36	"Wheatsheaf" inn: Junction of road from Sheffield, on right.	8	Junction of road from Sheffield, on right.
35½	Baslow.	8½	Picturesque village, charmingly situated upon the Derwent, in a confined situation in the deep and narrow valley. The church, partly thirteenth century, has been overmuch "restored". The clerestory, added in fifteenth century, exhibits the frugality of the builders, and also their brutal disregard of the monuments of an earlier generation, fragments of old incised sepulchral slabs being worked up into the clerestory windows.
	Fork of roads, keep right. *Bakewell*, 4¼ m.		Keep right at fork of roads. (Left to Bakewell, four and a quarter miles, see pp. 237-238.)

Miles from Manchester		Miles from Chesterfield	
	Cross the Derwent.		Crossing the Derwent, road rising into Calver, in which keep straight on at cross-roads.
33½	Calver. Cross-roads, keep straight on. *Hathersage*, 5 m. ☞ *Bakewell*, ☜ 4 m.	10½	
32½	Stoney Middleton.	11½	Most picturesquely-placed village. Here limestone cliffs rise from the roadside, and form a kind of gorge. At the foot of them, with their backs often built against the cliffs, are situated the cottages. Some of these are built at higher levels; forming a very quaint and unusual spectacle. The church is a lamentable brick affair of 1759, with the fifteenth century tower remaining. Here are some chalybeate springs.
31¾	*Eyam*, ½ m. ☞	12¼	The village of Eyam is a place of much celebrity, owing to the heroic conduct of the rector, the Rev. Wm. Mompesson, who pastored his flock through the fearful plague visitation which almost depopulated the parish, 1666. The infection was communicated by a box of clothes sent from London. Of a population of 350, no fewer than 260 died of the plague. The church was closed, and services were held in the beautiful rocky dingle near by, called "Cucklet Delf". Here the natural pulpit of rock, from which the rector preached, is still pointed out. Mompesson's wife died, but the clergyman himself survived. One of the most eloquent memorials of that time is seen in the group of "Riley graves," an enclosure in a field, where an entire family of seven persons lie, with the inscription:—

"*Remember, man, as thou go'st by,*
As thou art now, so once was I,

As I be now, so thou must be,
Remember, man, that thou shalt die."

The "Riley Graves" are not, as commonly supposed, those of a family of that name. The spot is "Riley" or "Roylee". The people buried here were Hancocks.

Mrs. Mompesson's tomb is still prominent in the churchyard, near the very fine Saxon cross. The church is Early English, with Perpendicular south aisle and tower.

Miles from Manchester		Miles from Chesterfield	
27¾	"Lane Head" inn. Cross-roads, keep straight on. *Tideswell*, ½ m.	16¼	Ancient market town, still disclosing much of its olden importance in the size of the parish church, familiarly known in all these parts as the "Cathedral of the Peak". It is Decorated and Perpendicular, with clerestoried nave and transepts and western tower. Brass: Bishop Pursglove, suffragan bishop of Hull, founder of the Tideswell grammar-school, died 1579. Monuments include effigies of Sir Thurstan de Bower and wife, fourteenth century; Sir John Fuljambe, 1358; Sir Sampson Meverell, 1462, and Sir Robert Litton and wife, 1483.
	Gradient 1 in 10.		The ebbing and flowing well, from which the name of Tideswell derives, is still pointed out.
24¼	Peak Forest.	19¾	Hamlet amid the hills. It was once the scene of numerous scandalous runaway marriages of the Gretna Green type, the chapel, now the parish church, being formerly extra parochial, and a "peculiar," subject to no ecclesiastical jurisdiction. The incumbent could, therefore, do pretty much as he liked, and thus a succession of clergymen

with itching palms and ill-lined purses made no scruple of marrying whoever presented themselves. From late in the seventeenth century, and for more than 120 years, this went on, until the reform of the marriage laws put an end to it. The church itself dated from 1657, and was built by Christian, Countess of Devonshire, who dedicated it to "St. Charles, King and Martyr," a dedication the new building, erected 1838, still bears. The original church is now used as a reading-room. The four other churches with the same dedication are those of Tunbridge Wells; Newtown, Salop; Falmouth; and Charles Church, Plymouth.

Miles from Manchester		Miles from Chesterfield	
22½	Sparrowpit inn.	21½	
20½	Chapel-en-le-Frith.	23½	Small market-town, beneath the wild uplands of the Peak. The place-name derives from the chapel, represented by the present parish church, founded 1225, by the foresters and wood-reeves of the royal deer-forest, or "frith," of the Peak. It was dedicated to St. Thomas of Canterbury. Nothing, however, remains of that building, the church having been completely rebuilt in the eighteenth century. The inhabitants of the town of Chapel-en-le-Frith are the patrons of the living.
	Glossop, 9 m. ☞ *Sheffield*, 24 m. ☞		(See pp. 238-242.)
17¼	Whaley Bridge.	26¾	Whaley Bridge to Hazel Grove, as p. 209.
10	Hazel Grove.	34	Hazel Grove to Manchester, as pp. 49-50.
	MANCHESTER. (*St. Ann's Square.*)	44	

Route 98. CHESTERFIELD TO GAINSBOROUGH

Miles from Gainsborough		Miles from Chesterfield	
33½	CHESTER-FIELD. *Derbyshire.*		(Chesterfield described, p. 219.) Leaving the town past railway station, road descends and ascends, passing Tapton House on right, formerly residence of George Stephenson.
	Cross the Lother.		
31½	Brimington.	2	Easy road through Brimington and Ringwood, passing through busy colliery developments to
30½	Ringwood.	3	Barlborough.
29	Staveley.	4½	Church, partly Early English and Perpendicular, contains monuments of the Frecheville family, including brass, Peter de Frecheville, 1503, with another to his wife and fifteen children. Incised alabaster slab, John de Frecheville, 1509. Immense monument to Lord Frecheville, 1682. This is a great coal-mining district.
	Cross the Dawley.		
25½	Barlborough.	8	Colliery village. Fine Early English church, but much "restored". Monument to Sir Richard Pipe, Lord Mayor of London, died 1587. Barlborough Hall, a most interesting mansion, built 1583, stands in the park, on left, and is reached by a beautiful avenue of lime-trees.
	Cross-roads. *Mansfield* (by Clowne and Scarcliffe), 11¼ m.		(See pp. 260-261.)

Miles from Gainsborough		Miles from Chesterfield	
	Rotherham, 5¾ m.		(See pp. 262-263.)
23	Whitwell.	10½	Fine cruciform church, chiefly Norman, with transepts and chancel remodelled in Decorated period. Monument, with effigy, Sir Roger Manners, 1632. Highly eulogistic metrical epitaph :— "*A living academie was this knight*," etc.
	Steetley Chapel, ½ m.		Very fine little Norman chapel, with apsidal east end.
	Enter Nottinghamshire.		
18½	Worksop. (*Market Place.*)	15	(Described, p. 278.)
	Mansfield, 13¼ m.		(See pp. 274-280.)
	Doncaster, 17¼ m.		
			Leaving Worksop market-place by Potter Street and Cheapside, the Retford road is gained.
16¾	Manton Lodge.	16¾	
	Fork of roads, keep left.		Keep left at fork, proceeding under railway arch.
16	Osberton Lodge.	17½	Osberton Hall and park, with the hamlet of Scofton, is on left.
	Scofton, ½ m.		
13¾	Ranby.	19¾	
	"Chequers" inn.		
	Fork of roads, keep right.		Keep right at fork of roads by "Chequers" inn at Ranby.
11½	Babworth.	22	Picturesque grouping of a few cottages with the church, rectory, and Babworth Hall, pleasantly overhung with trees.
	Level Crossing. keep left. Cross the Canal.		Keeping left cross the Canal, and then straight on to Great North Road. Turn right past West Retford church into Bridgegate, and thence into the centre

Miles from Gainsborough		Miles from Chesterfield	
	Turn right. Turn right.		of East Retford, in Market Square.
10½	East Retford. (*Market Square.*)	23	(East Retford described, p. 322.)
	Tuxford, 8 m. ☞		
	Bawtry, 🚂 8½ m.		(See pp. 321-324.)
	Fork of roads, keep right.		Leaving Retford along Church Gate and Moor Gate, keep right at fork up Moorgate Hill, and cross canal, road descending.
	Cross the Canal.		
8½	Welham.	25	The hamlet takes its name from an ancient well of St. John, whose waters were once in repute for the alleviation of rheumatism and scorbutic ills.
	Cross-roads, keep left.		Keep left at cross-roads.
7½	Clarborough.	26	Extensive strawberry-growing district.
	Cross-roads, keep right.		Keep right at cross-roads, road rising steeply and then descending.
5½	North Wheatley.	28	Picturesque village, nestling under the sunny southern slope of the hill. The church is of some interest, and the pulpit, dated 1604, has the fine evangelical quotation inscribed upon it : "Wo unto me except I preach the gospel". The fine old brick mansion-house of the Cartwrights, dated 1673, is worth notice.
	South Wheatley, ½ m. ☞		Decayed village with only a house or two remaining. The church, too, is in ruins.

Miles from Gainsborough		Miles from Chesterfield	
			Smart rise through North Wheatley.
4	Fork of roads, keep left. *Bole*, ½ m.	29½	Small remote village, formerly on the Trent, but the river long since changed its course and now runs three-quarters of a mile distant.
3	Saundby.	30½	Saundby is a small village embowered amid trees. The church is of Transitional-Norman period. Monument, with effigy, Henry Helwys, 1599.
2½	Fork of roads, keep right. *Beckingham*, ¾ m.	31	Keep right at fork of roads. (See p. 319.)
2¼	LEVEL CROSSING. Cross the Trent. *Enter Lincolnshire.* Fork of roads, keep left, *Lea*, 1¾ m.	31¼	Crossing the river Trent (toll-bridge), keep left at fork of roads. (Right to Lea, one and three-quarter miles.)
	GAINSBOROUGH. (*Market Place.*)	33½	Pop. 20,589. Busy commercial town, interested in engineering works and the manufacture of oil-cake for cattle. The church, except the tower, was rebuilt 1745, and the body of it has a considerable likeness to one of the numerous surrounding factories. The fine old mansion amid uncongenial surroundings in Lord Street is known as the Old Hall, and owes much of its present appearance to Lord Burgh, 1480. It was in a building that once stood on this site that Alfred the Great was married to Ethelswitha, a daughter of Ethelred. Here also Sweyn lived, and it was here, it is stated, and not, as commonly supposed, at Southampton, that Canute placed his chair by the waterside and commanded the tide not to rise. Additions were made about 1500 and again about 1580.

Here the second Lord Burgh entertained Henry VIII., 1541. The mansion is of the highest interest, and exhibits beautiful half-timbered work, together with an exquisite stone oriel to the Great Hall. Gainsborough is the "St. Oggs" of George Eliot's *Mill on the Floss*.

Hotels: Monson Arms; White Hart. Motor repairs: Baines & Co., 21 Church Street.

Route 99. GAINSBOROUGH TO BAWTRY

Miles from Bawtry		Miles from Gainsborough	
12	GAINSBOROUGH. *Lincolnshire.* (*Market Place.*) Fork of roads, keep right. *Lea*, 1¾ m. Cross the Trent. *Enter Nottinghamshire.* LEVEL CROSSING.		(Gainsborough described, p. 318.) Leaving the Market Place by the narrow Silver Street and Bridge Street, turn right at fork, over river Trent (toll-bridge). (Straight on to Lea, past Toll Bridge, one and three-quarter miles.)
9½	Fork of roads, keep right. *Saundby*, ½ m.	2½	Keep right at fork of roads. (Left to Saundby, half a mile, see p. 318.)
8¾	Beckingham.	3¼	Very picturesque old village, in a beautiful setting of trees. The church, chiefly Early English, has some engagingly-quaint gargoyles.
	Fork of roads, keep left.		Keep left at fork of roads. Long gradual incline to Gringley-on-the-Hill.
6	Gringley-on-the-Hill.	6	Pleasant village, commanding excellent views over the surrounding levels of Trent-side, and the Cars, or marshes, on the north. Church is Transitional Norman and Early English, in a neglected

Miles from Bawtry		Miles from Gainsborough	
			condition. Note the village cross near by.
	Turn left.		Passing church, turn left and
	Turn right.		then right.
			Steep descent with sharp bend, followed by steep ascents.
			Further descent to "Drakeholes" inn, where keep right at fork; again ascending with further steep descent and easy rise to Everton.
	Cross the		
	Chesterfield Canal.		
	Fork of roads, "Drakeholes" inn.		
	Keep right.		
5½	*Mattersey*, 1 m.	6½	Mattersey, one mile left, is a charmingly picturesque place, with ancient stone bridge across river Idle.
3	Everton.	9	Village on a hilly site. Church is partly Norman.
1	Scaftworth.	11	Hamlet beside river Idle.
	Cross the		
	Idle.		
	Enter Yorkshire.		
	Turn right.		Turn to right, then left, and then
	Turn left.		again right, into Market Place,
	Turn right.		Bawtry.
	BAWTRY. (*Market Place.*)	12	(Described, p. 324.)

Route 100. THE GREAT NORTH ROAD

(Concluded from Vol. III., p. 131)

Miles from Edinburgh		Miles from London	
268½	NEWARK. *Nottinghamshire.*	124½	The road leaving Newark proceeds quite level for about seven

Miles from Edinburgh		Miles from London	
	(*The Castle.*) Cross the		miles, along very low-lying lands, often flooded by the river Trent.
	Devon.		
	LEVEL CROSSING. Cross the		
	Trent.		
268	Fork of roads, keep right. *Worksop*, 21½ m. *Mansfield*, 19½ m.	125	Keep right at fork of roads. (Left to Worksop, twenty-one miles, see pp. 297-301, and to Mansfield, nineteen and a half miles, see pp. 290-294.)
265¾	South Muskham.	127¼	From this place, or the sister village of North Muskham, came Geoffrey de Muschamp, consecrated Bishop of Lichfield, 1198.
	LEVEL CROSSING.		
264½	North Muskham.	128½	The fine Decorated and Perpendicular church contains a curious monument to one John Smith, who died 1583. In the village are remains of the old cross and the stocks.
263	Cromwell.	130	
261½	Carlton-on-Trent.	131½	
	Fork of roads, keep left.		Keep left at fork in the village.
261	Crow Park Railway Station.	132	
	LEVEL CROSSING.		
258¼	Weston.	134¾	
255	Tuxford.	138	Formerly known as "Tuxford-in-the-clay". The old coaching town of Tuxford, long decayed, seems now to be in a fair way to recovery, chiefly owing to recent railway developments, which have resulted

Miles from Edinburgh		Miles from London	
			in this small place being served by no fewer than four railway stations. The large Perpendicular church contains a quaintly realistic piece of sculpture representing St. Lawrence being martyred on a gridiron.
			Long descent to Markham Moor inn.
253	Markham Moor inn.	140	
	Fork of roads, keep right.		Keep right at fork of roads. (The further road on right goes to Lincoln.)
	Lincoln, 18 m. 🚂 *Worksop*, 🚌 10½ m.		(See pp. 305-308.)
251½	Gamston.	141½	The church has a fine Early Perpendicular tower.
250	Eaton.	143	
249	Whitehouses.	144	
248	Retford (or "East Retford"). Cross the Chesterfield Canal. Cross the Idle.	145	Pop. 12,339. Busy town, formerly divided into East and West Retford, on either side of the Idle. It is prosperous in dye-works, engineering, and brick and tile making. The church of East Retford is a cruciform Perpendicular clerestoried building of comparatively little interest. That of West Retford has an exceptionally beautiful tower and crocketed spire, of the Decorated period. Hotels : White Hart ; Crown. Motor repairs : Clark, Bridgegate.
	Worksop, 🚌 8 m. *Gainsborough*, 10½ m. 🚂		(See pp. 316-318.)
			Leaving Retford Market Place, bear left round "White Hart"

Miles from Edinburgh		Miles from London	
			hotel along Bridgegate, road goes easily to Barnby Moor.
246	LEVEL CROSSING.	147	
245	Barnby Moor.	148	
	Fork of roads, keep right. *Maltby*, 10¼ m.		Keep right at fork of roads. (Left to Maltby, ten and a quarter miles, see p. 369.)
			The "Bell" inn, Barnby Moor, now a hotel combining modern luxury with a flavour of olden times, has had curious vicissitudes. It was among the most famous of coaching hostelries, but was ruined by the coming of railways and was closed for sixty years, becoming a farmhouse. It was reopened in 1906, chiefly for the accommodation of motorists.
243½	Torworth.	149½	
243	Ranskill. Cross-roads, keep straight on. Fork of roads, keep left.	150	Keep straight on at Ranskill cross-roads at "Blue Bell" inn, and to left at fork immediately after.
	Fork of roads, keep left.		In the village of Scrooby, keep to left of the "George and Dragon" inn.
241	Scrooby.	152	Village chiefly on right, pleasantly situated in the vale of river Idle, which wanders slowly along in devious loops, in a manner well befitting its name. Scrooby has some scanty remains of the old palace of the Archbishops of York, which formerly stood here. It is also associated with the Pilgrim Fathers, those seventeenth century emigrants for conscience sake, several of whom came from this place. The lofty spire of the Early English church is a pleasing feature in the landscape.

Miles from Edinburgh		Miles from London	
	UP†		
	Enter Yorkshire.		
239½	Bawtry.	153½	Bawtry is a place of one long, very wide street, in which remain some of the old inns that numerously flourished here in the coaching age. The church contains very little of interest. (See pp. 319-320.)
	Gainsborough, 12 m.		
	Rotherham, 15 m.		
	Hatfield Woodhouse, 10½ m.		
	UP†		
235	Rossington Bridge.	158	
	UP†		
230¾	Doncaster.	162¼	Pop. 30,516. Doncaster is famed above all other things for its races, and when there is no race-meeting in progress the dulness and emptiness of the town are scarcely conceivable. The St. Leger week, in September, is the chief occasion, and then every horsey man in the whole of this very broad and very horsey Yorkshire would seem to be present, together with many thousands more from other parts. Hardly less famous than the races is Doncaster Butterscotch. The great parish church of St. George, destroyed by fire 1853, was rebuilt under the direction of Sir Gilbert Scott. The engineering shops of the Great Northern Railway are at Doncaster.

Hotels : Angel ; Danum (garage). Motor repairs : Clark & Co., Station Road (garage) ; Jackson, Hall Gate (garage) ; Smith & Sons, St. Sepulchre Gate (garage).

Sheffield, 18¾ m.	(See pp. 249-253.)
Barnsley, 15 m.	(See pp. 370-371.)
Wakefield, 19¾ m.	(See pp. 375-377.)

Miles from Edinburgh		Miles from London	
	Leeds, 27¼ m.		(See pp. 399-405.)
	Ferrybridge, 15¼ m.		(See pp. 405-406.)
	Thorne, 10 m.		(See pp. 559-560.)
	Cross the Don. Fork of roads, keep right. *Ferrybridge*, 14 m.		Leaving Doncaster by French Gate, keep right at fork of roads. (Left to Ferrybridge, 15¼ miles, see pp. 405-406.) The road in the whole of its 33 miles between Doncaster and York is of an unrelieved flatness, and is for the most part extremely dull and commonplace.
229	Bentley. *Owston.*	164	The church of Owston is Early English and Perpendicular. Brass, Robert de Hatfield, 1417, and wife, 1409, both wearing the collar of SS.
223½	Askern.	169½	Here is a medicinal Spa, the springs of which are of a sulphurous character. The lake of about six acres, known as Askern Pool, is used for boating. But Askern is a poor sort of a place. Developments are now taking place, in the sinking of large coal-pits.
	Level Crossing.		
219	Whitley. Cross the Knottingley and Goole Canal.	174	
218	Whitley Railway Station.	175	
217½	Hut Green. Cross-roads. *Pontefract*, 7 m. *Snaith*, 7 m.	175½	

Miles from Edinburgh		Miles from London	
	Cross the Aire.		
215½	Chapel Haddlesey.	177½	
213¾	Burn.	179¼	
213¼	Burn Bridge. Cross the Selby Canal.	179¾	
212¼	Brayton.	180¾	The church standing prominently forth in this flat district is Norman, Decorated and Perpendicular, with a very striking octagonal lantern and spire.
	LEVEL CROSSING.		
210¾	Selby.	182¼	Pop. 7786. Selby is a shabby-looking small town, of a somewhat waterside, bargee character, due to its situation on the navigable Ouse, which is deep and broad enough for steamers. Flax-dressing, rope-making and barge-building are carried on here ; but the chief architectural feature of the town is the fine old Abbey church. The Benedictine monastery of Selby was founded 1069, and very rapidly rose into importance, being raised to the dignity of a mitred abbey in 1076. The existing stately building, which serves as the parish church, is 296 feet long, and consists of a noble Late Norman and Early English nave, Decorated choir and Lady chapel, and north transept. The south transept was destroyed by the fall of the central tower in 1690. The building suffered very severely in the disastrous conflagration of October, 1906. It is now undergoing a complete restoration.

Hotels : Londesborough ; George. Motor repairs : Asprey & Co., Gowthorpe.

Leeds, 21 m.		(See pp. 444-445.)
Tadcaster, 13½ m.		(See p. 446.)
Thorne, 15 m.		

Miles from Edinburgh		Miles from London	
	Cross the Ouse.		Leaving Selby, cross river Ouse (toll), and pass Olympia Oil and Cake Mill.
209¼	Barlby.	183¾	
	Howden, 9¼ m. ☞		(See p. 574.)
	Fork of roads, keep left. *Market Weighton.* 15¼ m. ☞		Keep left at fork of roads approaching level crossing. (Right to Market Weighton, fifteen and a quarter miles.)
	LEVEL CROSSING.		
207	Riccall.	186	Church is an interesting building of Transitional Norman period, with Early English, Decorated, and Perpendicular additions. Riccall is a place of considerable historic interest, for it was here, 1066, that the Norsemen, under Tostig and Harald Hardrada, anchored their fleet, which had sailed up the Ouse to this point. From hence they made for York, certain of victory, but were defeated, and the leaders themselves were slain, at the Battle of Stamford Bridge, by Harold, King of the English.
	LEVEL CROSSING.		
203¾	Escrick.	189¼	Escrick Park, seat of Lord Wenlock, is on right.
	Howden, 15½ m. ☞		
198	Gate Fulford.	195	Suburbs of York and the York electric tramways begin here.
	Cross the Foss.		
196¼	York. (*Ousegate.*)	196¾	Pop. 82,297. The noble, picturesque and stately city of York, dominated by its great Cathedral —here known as the "Minster" —was a considerable town, occupied by the British tribe called

the Brigantes, when the Romans came and conquered the country. The Romans styled the city they founded here *Eboracum*. From what native place-name they derived this title is still a matter of dispute, together with the meaning of it. Some consider it came from the neighbouring river Ure, which, however, falls into the Ouse some fifteen miles away. When the Britains were again left in possession, after the departure of the Romans, *Eboracum* changed its name to *Caer Evrauc;* and the Saxons, on their over-running the country, gave it another turn and styled it *Eoferwic*. *Jorvik* was the variant conferred by the Danes, who for a time dispossessed the Saxons, and in Domesday it becomes *Euerwic*. The Archbishop of York signs himself by the contracted name, *Ebor*.

The ancient natural defensible advantages of the site originally selected for the early British settlement, and occupied in turn by the Romans and later peoples, are seen in referring to street plans of York. Here the river Ouse and the smaller stream known as the Foss are observed to join forces, and in the angle formed by their confluence stands the castle built by William the Conqueror, upon the ground occupied by the aboriginal settlers. Under the Roman rule, *Eboracum* was the chief city of Britain and the seat of government, A.D. 79 to 410; taking precedence of *Londinium*, which was a trading port. Here, according to some authorities, the Emperor Constantine the Great was born, and was certainly proclaimed emperor here. The Roman city was situated wholly upon the left bank of the Ouse, and was thus much smaller than the space enclosed within the still-existing walls of the mediaeval city, which, with their gates, form one of the chief attractions for the tourist, affording as they do an almost complete circuit. The walk round upon these ancient defences of York is well worth taking, noting on the way the several picturesque gates, or "Bars," as they are called, and towers. These are Fishergate Postern, Walmgate Bar, the Red Tower, Monk Bar, Bootham Bar, Lendal Tower, and Micklegate Bar. These are of all periods, from Norman to the sixteenth century, and of every degree of importance; the chief of them being the massive and stately fortified towers of Micklegate and Bootham Bars, guarding respectively the main roads from Tadcaster, and to the north; and the interesting Walmgate Bar, with its projecting barbican, defending the entrance from Beverley and Hull. The remains of the castle are situated within the grim precincts of the county gaol. The one missing link in this ceinture of defensible walls will be noticed on the east side of the city, between the Red Tower and the Layerthorpe road. There was never a wall here, the

river Foss and the marshes which stretched beyond it forming in the days of old a sufficient protection.

Within these walls is comprised all that is worth seeing in the city of York, which has not, indeed, very largely spread beyond them, even in these expansive latter days. The stranger who wishes merely to proceed straight through the city by a thoroughfare route, and thus enters it from the south at Walmgate Bar, leaving it for the north through Bootham Bar, has no difficulty in finding his way, which lies straight ahead over Foss Bridge and along Fossgate and Colliergate, through Petergate and past the Cathedral to Bootham ; but it is far otherwise as he wanders about the city, seeking its picturesque nooks and corners, when York will be found a place of intricate streets in which it is very easy for a stranger to lose his sense of direction.

The Cathedral, or Minster, the metropolitan church of the Archbishop of York, is among the largest and most stately of the great cathedrals of this country, as befits the capital of the "Primate of England," as the Archbishop is officially termed, the Archbishop of Canterbury being "Primate of All England". This somewhat absurd distinction, by which the undoubted fact that the Archbishop of Canterbury occupies the foremost place is artfully evaded, in order to save the dignity and satisfy the ancient claims of York, was created about 1360, when the Pope, Innocent VI., gave this award ; thus ending a quarrel which had always been bitter, and had in 1176 produced a scandalous scene in which the two Archbishops met, and each refusing to give precedence to the other, had come to blows.

The total length of the Minster is 524 feet 6 inches. It is thus fourth in longitudinal dimensions, ranking after Winchester, St. Albans, and Ely, but the grandeur of its exterior far surpasses that of Winchester or St. Albans, to whose great length is added a monotonous repetition. The general effect of the exterior view of York Minster is that of a huge work of the Perpendicular period, for although the transepts are Early English, and on a large scale, they are subordinated to the vast bulk of their surroundings, and the eye rather dwells upon the great central tower rising massively above them, in its every detail a thorough exemplar of that style. The central tower rises to a height of 216 feet, the two western towers being but 14 feet less, although they appear from most points of view to to be much smaller in comparison. The West Front looks upon the paved space known as the Cathedral Yard, a less gracious setting than that to which we are accustomed in England, most of our cathedrals being pleasantly situated in broad closes, with lawns and trees about them. But gardens on the south of the Minster, and the gardens of the Deanery on the

north, permit large and comprehensive views. The view from the south-east is undoubtedly the finest, for although it does not include the beautiful Chapter House, which is on the north, it shows a more greatly enriched exterior, and bulks in a much more majestic way. The West Front is of three periods, Decorated, comprising the beautiful central doorway and the two flanking porches; late Decorated, including the great window with its fine flowing tracery of flamboyant character, and the towers as far as the roof-line of the nave; the upper stages of the towers being Perpendicular. It is a perfectly logical and well-balanced West Front, complete in all its parts.

The interior is one of great impressiveness, not of the solemnity associated with the massive darkling interiors of Norman cathedrals, but rather an effect of great space and light. The building is entered by the south transept, whence the long view of the nave and aisles opens out on the left in a vista such as no other English cathedral can provide. But the transepts themselves merit the first mention. They are of the purest Early English; have a length of 223½ feet, a breadth of 93½ feet, and a height of 99 feet. But undoubtedly the finest effect of the whole interior, finer even than that presented by the noble range of the five tall lancet windows called the "Five Sisters" in the north transept, confronting the spectator as he advances, is that obtained at the crossing under the central tower, up into whose glorious lantern the eye ranges with awe and delight.

The nave is of about the same height as the transepts, but is 264 feet long, with a breadth of 104 feet. It is the loftiest nave in England, and of the late Decorated period. A work of extreme lightness, its piers wear almost the look of a grace too slender for the weight they have to support, and in which the great windows occupy an enormous proportion of the wall-space. The weight is not, however, of so crushing a nature as might naturally be supposed, for the roof is groined, not in stone, but in wood, ribbed and fashioned to look like stone vaulting, and is thus much lighter than would otherwise be the case. The choir, from forty to sixty years later than the nave, is Perpendicular, and loftier by two and a half feet. The choir screen, the last work to be undertaken before the Reformation, was built 1475-1505. It is the last expression of monastic reserve and seclusion, and is little other than a massive stone wall, enriched, it is true, with tabernacle-work and niches containing statuary, but none the less a wall and an unimaginative work of the last phase of Perpendicular. A tunnel-like door in the middle admits to the choir, behind which again are the Presbytery and the Lady Chapel, of some thirty years earlier; the whole architectural view, looking east, completed by the great east

window, the largest ancient Gothic window in England, 32 feet wide and 78 feet high, and still retaining the stained glass with which it was filled in 1408. It should here be remarked that the Minster is exceptionally rich in old glass. All the woodwork of the stalls, together with that of the vaulting, is modern, the original work having been destroyed in the incendiary fire of 1829. Beneath the choir extends the crypt, the earliest surviving portion of the whole building, in general of the Transitional Norman period, but with some portions of masonry that are early Norman, or possibly even Saxon.

The Chapter House, approached through a vestibule leading out of the north transept, is a beautiful work, octangular in plan, standing prominently detached from the main body of the Minster, with a picturesquely peaked roof. Its architectural details, together with those of the vestibule, partake of both Early English and Decorated character and are extremely enriched. The vaulted roof has no supporting central pillar. Here again, as very generally throughout the Minster, the vaulting is of wood, worked to resemble stone. The stained glass is original, and of great charm.

Monuments in the Minster are not so numerous or important as might be expected. They include : recessed tomb in wall of north aisle, considered to be that of Archbishop Roger, died 1181. He was the Archbishop who in 1176 disputed for precedence with the Archbishop of Canterbury at the Council of Westminster, and was severely kicked and buffeted for his pains by his Grace of Canterbury and other right reverend and indignant and extremely pugnacious and partisan Fathers in God there assembled.

Monument in south transept, with effigy, Archbishop de Grey, 1255, the finest monument in the building. Also Dean Duncombe, with effigy by Boehm, R.A. In north transept, tomb with elaborate canopy, Archbishop Greenfield, died 1315. The statue above is modern. A portion of the brass effigy which was originally let into the slab remains ; the lower half was stolen about 1829. Monuments : Dr. Beckwith, died 1843 ; Archbishop Harcourt, 1847 ; and Archbishop Thomson, 1891. In north choir aisle is the lofty and narrow recessed tomb, with effigy, of William de Hatfield, second son of Edward III., who died, aged eight, 1344. Tomb, with effigy, Archbishop Savage, 1507. Also numerous seventeenth and eighteenth century monuments of great size and elaboration to various more or less distinguished personages, including the pretentious monument, with puffy cherubs supporting him, of Archbishop Sterne, died 1683, grandfather of Sterne, the novelist of sensibility. Monument of Archbishop Scrope, executed 1405 for his

share in the northern rising against Henry IV. Under the great east window: monuments of Archbishop Rotherham, died 1500; and Archbishop Matthew, died 1628. South choir aisle: Archbishop Bowet's monument, 1423; William Wentworth, Earl of Strafford, 1695; Archbishop Lanplugh, 1691; Archbishop Hutton, 1757; Sir William Gee, 1611; Archbishop Dolben, 1686, etc.

Second in interest to the Minster are the ruins of St. Mary's Abbey, situated in the grounds of the Yorkshire Philosophical Society. The learned body owning this formidable title is supposed to charge 1s. for admission, if one is not introduced by a member. The would-be "classic" architecture of the Society's museum looks deplorable beside the beautiful though much weathered remains of the Abbey church, which are of the Decorated period. Here also is the Multangular Tower, with Roman substructure and mediaeval upper walls; also remains of St. Leonard's Hospital.

St. William's College, in a courtyard at east end of the Minster, was founded for "the parsons and chantry priests of the Cathedral," 1460. It was almost wholly rebuilt in Jacobean period, and became the headquarters of a Royalist printing-press in 1642. In later times it sank to the condition of slum tenements, but has lately been restored, and opened (1911) as the Convocation House. There are twenty-two more or less ancient parish churches in the city of York, and many picturesque nooks and corners, together with some odd street-names, among which that of Whipmawopmagate is easily first for strangeness.

Hotels: Harker's York Hotel; Royal Station Hotel, Garage; Black Swan, Coney Street. Motor repairs: Gibbs & Co., Fawcett Street; H. G. Lloyd, Davygate; Wales & Son (garage); F. Wasling, Blake Street; Horsley & Son, Coney Street.

Miles from Edinburgh	Miles from London	
		Leaving York from St. Michael's church at corner of Ousegate, and along Spurriergate and Coney Street, bear right, through St. Helen's Square, into Blake Street, and forward, bearing left, along St. Leonard's Place, and so out of the City, past Bootham Bar. (See pp. 235-236.)
		Leeds, 23 m.

Miles from Edinburgh		Miles from London	
	Boroughbridge, 17¾ m.		(See pp. 450-452.)
	Harrogate, 21¼ m.		(See pp. 446-449.)
	Helmsley, 23½ m,		(See pp. 589-591.)
	Scarborough, 41 m.		(See pp. 584-588.)
	Bridlington Quay, 40⅞ m.		(See pp. 575-579.)
	Hull, 38½ m.		(See pp. 579-584.)
194¾	Clifton.	198¼	Clifton is a long-drawn suburb of York, lining the roadside for a considerable distance.
192¾	Rawcliff.	200¼	
191¾	Skelton.	201¼	Skelton lies chiefly on the right, where the old road runs. The little Early English church, with its over-all roof and central bell-cote, is interesting, and has some finely-sculptured architectural detail.
190¼	Shipton.	202¾	
186½	Tollerton Lanes.	206½	
182¾	Easingwold.	210¼	Easingwold is a village of one long bare, wide street, lined by commonplace houses of almost cottage-like character. At the further end, on a knoll, stands the large but uninteresting, church. An old timbered house is inscribed, "God with us, 1666".
	Boroughbridge, 10 m.		
	Coxwold, 3½ m.		Coxwold is a village of great charm and interest. It is associated with the Rev. Laurence Sterne, who resided here, at the very picturesque old red-brick house called "Shandy Hall," from 1760 until his death (which occurred in London) in 1768. He was incumbent of Sutton-in-the-Forest, nine miles south-

east, from 1738, and of Coxwold from 1760. Part of *Tristram Shandy* was written, and the *Sentimental Journey* finished here. The striking and beautiful church, with remarkable octagonal tower, is Perpendicular, except the chancel, rebuilt towards the close of the eighteenth century by one of the Earls Fauconberg, whose monuments sprawl hugely, in every extravagance of marmoreal pomp, within, and whose elaborate coat of arms still furnishes forth the sign of the village inn with every circumstance of heraldic splendour. South of Coxwold is Newburgh Priory, mansion and park, formerly seat of the Bellasyse family, Viscounts and Earls Fauconberg. A tradition exists that the body of Oliver Cromwell rests in a brick sarcophagus in a loft of the house; having been brought hither by his daughter, Mary, who married the 2nd Viscount Fauconberg.

Miles from Edinburgh		Miles from London	
	UP		Road rises to Thormanby, a small wayside village.
178¾	Thormanby.	214¼	
178	Birdforth.	215	
	DOWN		The Hambleton Hills rise away on the right.
172½	Thirsk.	220½	Pop. 2937. Thirsk is a rather dismal old townlet, chiefly to left of the road, with a wide street upon which a number of old hostelries glower despondingly, wondering whither the coaches and the postchaises of a bygone generation are gone; and by no means comforted by the advent of automobiles. There is some more of Thirsk further still to the left, towards Thirsk Junction, but it is of no interest. The very fine Perpendicular church, however, which stands close to the road, and adjoining a lake-like expansion of the Caldbeck, or Cod Beck, is a large ornate building, with pierced parapets and pinnacles; and is, without and within, a most interesting example of the architectural style of the late fourteenth century. The chancel, which is considerably lower than the nave, has a crypt beneath it. Its ornate roof, with great show of heraldry, is modern. The fine roofs of nave and aisles are original.

Hotels; Golden Fleece; White Swan. Motor repairs: Bell, Millgate.

Ripon, 10¾ m.		(See pp. 469-470.)

Miles from Edinburgh		Miles from London	
	Masham, ☜ 14¼ m.		(See pp. 470-472.)
	Helmsley, 13½ m. ☞		(See pp. 607-610.)
	Stockton-on-Tees, 24 m. ☞		(See pp. 626-628.)
	Saltburn, 35 m. ☞		(See pp. 620-624.)
169½	Thornton-le-Street.	223½	The small church, with a western bell-cote, standing beside the highway, contains some monuments and brasses. Passing two other Thorntons — Thornton-le-Moor and Thornton-le-Beans—the road goes without interest into Northallerton.
163¾	Northallerton.	229¼	Pop. 4009. There are many Allertons in Yorkshire, whose generic name is considered to derive from the olden prevalence of the *aelr*, or alder-tree. This, the capital of the North Riding, is a mile-long village, rather than a town, with a very broad and very dull street of undersized houses. The church, a fine cruciform building, with central tower, is chiefly Norman, Early English, and Decorated, but the tower is Perpendicular. To the east of it is the "Porch House," built 1584, but remodelled. Here, by tradition, Charles I. stayed one night in 1647, travelling south, in custody of the Scottish Commissioners. Some three miles northward was fought, 22nd August, 1138, the Battle of the Standard, in which the English completely routed the Scots under King David.

Hotels: Golden Lion; Railway. Motor repairs: Smirthwaite, Romanby Road.

	Junction of road from Boroughbridge, on left. *Bedale*, ☜ 8 m.		(See pp. 472-473.)
	Level Crossing.		Leaving Northallerton straight ahead, over level crossing, road goes undulating easily to Great Smeaton. Standard Hill, site of the battle, is on right, on Cowton

Miles from Edinburgh		Miles from London	
			Moor, before reaching Lovesome Hill.
	LOVESOME HILL.		
161¼	Little Smeaton. Cross the Wiske.	231¾	
160¼	Great Smeaton.	232¾	There is not an immensity of difference between Great and Little Smeaton. Both are so small as to be almost negligible. The church of Great Smeaton, dedicated to St. Eloy, is very much "restored". The Norman bowl font bears a diaper pattern which was left unfinished by the sculptor, 800 years ago, and has never been completed.
159¼	High Entercommon. *Stockton-on-Tees*, 11¼ m. ☞	233¾	(See pp. 428-429.)
157¼	Fork of roads, keep left. Plantation House (on the Great North Road). Fork of roads, keep right. *Richmond*, 10¼ m.	235¾	Just after passing the turning for Yarm and Stockton, road turns abruptly left, and at one mile further, abruptly right. (See pp. 427-428.)
156	Dalton-on-Tees,	237	The river Tees here flows under
155	Croft. Cross the Tees.	238	a fine old Gothic bridge of seven arches. Dalton church is an Early English, and Decorated building, with Perpendicular additions. Monuments include the huge altar-tomb of Sir Richard Clervaulx, died 1490, with inscription claiming relationship to Edward IV. and Richard III. Monuments and family pew of the Millbank family.

Miles from Edinburgh		Miles from London	
			On the Yorkshire side of the Tees is the Spa Hotel, which draws attention to the forgotten fact that Croft Spa once made a considerable bid for favour with some particularly nasty, and, therefore, presumably the more health-giving, sulphuretted waters. They suffer nowadays from a profound neglect.
	Enter Durham.		
154¾	Oxneyfield Bridge. Cross the Skerne.	238¼	
	Junction of road from Scotch Corner, on left.		
151¼	Darlington. (*Market Place.*)	241¾	Pop. 55,633. Highly-prosperous and expanding town, in the engineering and manufacturing way.

This expansive era dates from the opening of the railway age, with the inauguration, 27th September, 1825, of the Stockton and Darlington Railway, finally absorbed by the North Eastern Railway, 1863. At Darlington Central Station is still preserved Stephenson's first engine for the Stockton and Darlington Railway, the "Locomotion," a weird-looking freak. It made the astonishing performance, on the opening day, of hauling thirty-eight waggons, at the rate of twelve miles an hour, as the newspapers of that time, with amazement, recorded. This early railway was financed by Quakers, who have always been strongly represented at Darlington, and to whom its chief enterprises are due.

The very large and wide market-place is one of the chief features of the town. The church, dedicated to St. Cuthbert, is a large and interesting transeptal building, in the Transitional Norman and Early English styles, with central tower surmounted by a spire built 1350-75, and, therefore, of a late Decorated or Early Perpendicular character. The extra weight imposed by the addition of this spire greatly endangered the stability of the building, and the heavy stone rood-loft, described by Sir Gilbert Scott as "more like a bridge than a screen," was added, as a strainer, to support the piers.

Hotels: North-Eastern Hotel (garage); King's Head (garage).

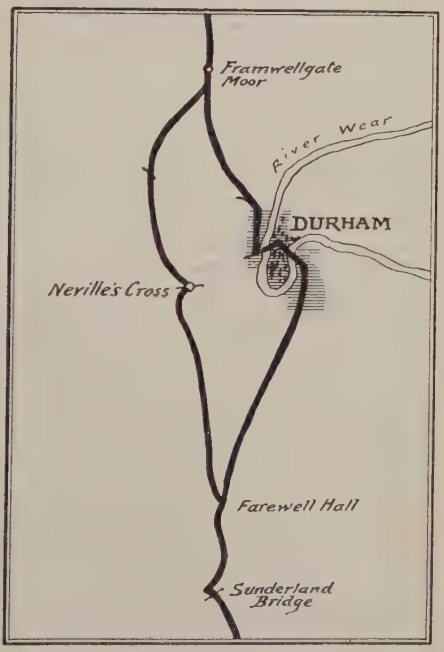
Motor repairs: Darlington Garage, Limited, Bondgate; Cleveland Garage, Grange Road; George & Jobling, Blackwell Gate.

Miles from Edinburgh		Miles from London	
	Stockton-on-Tees, 11½ m. ☞		(See p. 430.)
	Yarm, 9¾ m. ☞		(See p. 632.)
	Barnard Castle, 16 m.		(See pp. 475-476.)
	Barnard Castle, by *Staindrop*, 17½ m.		
	UP†		Leaving Darlington, keep to right, after passing the Clock Tower, at the statue of Pease, and along Northgate (electric tramways). Road rises to Harrowgate Hill, a long incline, followed by a switchback stretch.
149½	HARROWGATE HILL.	243½	
	UP†		
147¼	Coatham Mundeville.	245¾	Small hamlet, grouped picturesquely on the hill-top. Sharp ascent to Aycliffe.
	UP†		
146¼	Aycliffe.	246¾	Village on a height overlooking coal-mining and quarrying scenes. This was a neighbourhood of oak-woods, until Cromwell had them cut down to repair the road to the north, which was then very much of a slough. He needed a firm passage for his artillery, going north to deal with the Scots. Aycliffe church contains early fourteenth century effigy of a knight in chain-mail, cross-legged. The old pews, dated 1600, are curiously balustraded. In the churchyard are two fragments of elaborately-sculptured crosses, of Saxon workmanship, representing the crucifixion of Our Lord and of St. Peter. Synods were held here, A.D. 782 and 789. Sharp right, and then sharp left turn in leaving Aycliffe.
145¼	LEVEL CROSSING.	247¾	
143¾	Woodham.	249¼	Wayside hamlet, formerly, before Cromwell had the oaks felled, situated in the woods.
142½	Rushyford Bridge.	250½	Pretty tree-shaded spot, where the old "Wheatsheaf" inn and

Miles from Edinburgh		Miles from London	
	Bishop Auckland, 5½ m. Cross a stream. *Sedgefield*, 4½ m.		posting-house, now a private residence, stands beside a tributary of the river Skerne. Long incline follows to level crossing, then sharp descent and steep rise to Ferryhill. Keep sharp round to left on arriving in front of the little "Old Postboy" inn.
141¾	LEVEL CROSSING.	251¼	
140	Ferryhill.	253	Coal-mining village, cresting a ridge overlooking Spennymoor and Wearvale, towards Durham. The remarkable cutting in the hilltop, followed by what looks like an unfinished railway embankment on the right, are the abandoned works for road-improvement which were in progress when railways came and abolished travelling by road for some seventy years.
			Steep descent from Ferryhill, followed by long pull up to cross-roads and a descent to Croxdale.
138½	Mount Pleasant cross-roads, keep straight on.	254½	
138	Low Butcher Race, and Croxdale.	255	Wayside hamlet, in the vale originally named "Croixdale". Here is Croxdale railway station, overlooking a charming river-scene.
	D		Steep descent to river Wear, road winding dangerously. The
137¼	SUNDERLAND BRIDGE.	255¾	view looking back, after the massive old four-arched bridge is

Miles from Edinburgh		Miles from London	
	Cross the Wear. Turn sharp right. BROWNEY BRIDGE.		crossed, is of an especial beauty. The Wear now runs a little way beside the road, overhung with trees, and is then joined by a stream called the Browney.
137	Cross the Browney.	256	
135¾	Farewell Hall. Fork of roads, keep right. *Neville's Cross*, 1½ m.	257¼	Keep right at fork of roads. (Left to Newcastle direct, through Neville's Cross, one and a half miles, and Framwellgate Moor, three and a quarter miles. *This is a very useful and important avoiding-route for travellers who do not especially desire to proceed through Durham, with its steep, narrow and winding streets. It has recently been widened, and is well signposted.*)
	ELVET BRIDGE. Cross the Wear.		Road rises in long undulations, and then descends lengthily to Durham, which is entered through the shabby outskirt of New Elvet. The Cathedral rises grandly ahead, in majestic outline against the sky. Passing through Old Elvet (roughly paved road), we cross the river Wear by Elvet Bridge and rise steeply up the street called Fleshergate to the Market Place.
134	Durham. (*Market Place.*)	259	Pop. 17,550. The situation of Durham was of great military strength in olden days, and remains to-day one of remarkable ruggedness, and even, from some points of view, extreme beauty, in spite of the coal-mining and commercial activities which closely beset this ancient and historic city.

Durham arose in the first instance solely as the site of a place to rest the honoured bones of St. Cuthbert, the famous Bishop of Lindisfarne, who had died in A.D. 687, and was buried in his primitive cathedral church on Holy Island. The original cathedral at Lindisfarne was abandoned in A.D. 875, owing to the dangers of raids by piratical Danes ; and the monks fled, taking with them the relics of St. Cuthbert. For seven years



ROUTE AVOIDING DURHAM.

they wandered in the north of England and the south of Scotland, seeking some fitting place to found a permanent home, and always carrying with them the Saint's body. Then they settled at Chester-le-Street and there founded the Bishopric of Bernicia, remaining for 113 years. Renewed dangers in A.D. 995 caused the abandonment of Chester-le-Street, and again the monks set out on pilgrimage in search of safety for themselves and their sacred relics. Finally in A.D. 997 they were directed

to a place called "Dunholme," the Durham of to-day ; and here St. Cuthbert's many wanderings at last ended.

The existing cathedral is very largely that which was begun by the first Norman bishop, William de St. Carileph, and energetically continued by Ralph Flambard, who was appointed Bishop in 1099. It is, therefore, in all essentials a Norman building, and most of the additions, such as that of the great central tower, built about 1476, are of a stern and rugged nature, more allied to the earlier methods and giving the Cathedral, as a whole, the appearance of a great edifice entirely belonging to those rude times :—

"*Half House of God, half Castle 'gainst the Scot.*"

The bishops themselves were similarly constituted, being Bishops Palatine, or Prince-Bishops ; holders of vast lands and temporal powers ; and for centuries men of wrath and blood, ever ready to fight in the turmoils that were a part of the ordinary sequence of events in their diocese. The last Bishop Palatine was Wm. Van Mildert, who died 1836.

The distant views of the Cathedral, by the approach from Prebend's Bridge across the Wear, or by the narrow lanes of the city, are much finer than those obtained on nearing it, when the great range of buildings seems to have lost much of that height and ruggedness lent to them in the perspective. The visitor notes a certain flatness and want of accentuation in the architectural details. This is partly the result of the disastrous activities of the architect, Wyatt, who, in 1775, was called in to "restore" the Cathedral, and in doing so scaled the weather-worn exterior stonework to a depth of four inches, and thus produced a dead uniformity. He had contemplated removing the Late Norman Galilee Chapel which projects from the West Front, but this outrage was prevented, and that beautiful feature, regarded by competent critics as the most valuable and interesting in the entire range of buildings, was saved.

The length of the Cathedral is 510 feet. The central tower is 218 feet high, and the two western towers 144 feet 6 inches.

The usual entrance is by the North Door, which is remarkable for the ancient sanctuary knocker still upon it. This curious work is of bronze, the ring, or knocker hanging from a grotesque head with goggling eyes. This interesting example of metal work is probably of the twelfth century, and is a survival of the times when criminals fleeing from justice, and reaching this spot, and laying hold of the knocker, could claim the sanctuary of St. Cuthbert's Peace. This right of sanctuary lasted until 1524.

The interior of the Cathedral discloses the Norman nave of Carileph and Flambard, a solemn and massive work: the nave-arcade rather curiously varied by alternate cylindrical columns and square piers with engaged shafts. The columns are deeply scored with reticulated or chevron patterns, by way of decoration.

The Choir, entered by a fine open screen of modern construction, is, as usually the case, a sublimation of the nave, and full of the richest architectural detail. In essentials the earliest part of the entire building, it has been altered at various times, both for considerations of structural stability and for further beautifying and elaborating the Cathedral; and now exhibits a good deal of exquisitely enriched Early English and Early Decorated work, particularly in the ribs of the vaulting, and in the very graceful and delicate design of the triforium. The Norman east end, which was in the form of a triple apse, was removed in the thirteenth century, and replaced by the existing Chapel of the Nine Altars, built 1242-1280, in the Early English style. It forms a transverse eastern limb, in the nature of a secondary transept. Here stood the shrine of St. Cuthbert, the most sacred spot in the Cathedral; a place to which came innumerable pilgrims for some five centuries, until the Reformation ended all such things in England. The tomb of the saint is nowadays the plainest of stone platforms. This formed the base of the shrine. It long remained doubtful what had really become of the body of St. Cuthbert during the troubles of the Reformation, when the shrine itself was destroyed; and it was supposed that the whereabouts of it were the secret of only a few. To solve these doubts, a traditional hiding-place in the south transept was excavated, but nothing found; and after all, a search made in 1827, at the base of the shrine, revealed the undoubted body, with a number of relics sufficiently identifying it. So the mystery, which was no mystery at all, was definitely put to rest.

The Galilee Chapel, to which reference has already been made, seems to demand further description at this point, although it is situated at the other extremity of the Cathedral, at the West Front. This remarkable annexe, or afterthought (for such it is) was built about 1175, in the episcopate of Hugh Pudsey. His first idea was the building of a Lady Chapel at the east end, and this was indeed begun, but the foundations gave way, and it was then resolved to build here. The result was the existing lovely building of five aisles, the lightest and most graceful work of the Late Norman period in England; a perfect gem. The interior discloses a perspective of slender columns of Purbeck marble, supporting semicircular arches,

enriched with the chevron moulding. It is singular that this should have been designed for the Lady Chapel, and that it was the only part of the Cathedral to which women were admitted: St. Cuthbert being traditionally opposed to the opposite sex, although nothing appears in the records of his life to account for it. Not only were they forbidden to enter Durham Cathedral, where his bones rested, but they were even excluded from any church dedicated to him.

The grave of the Venerable Bede, who died A.D. 735, is here, with the inscription:—

"*Hac sunt in Fossa*
Bædæ Venerabilis Ossa."

Here also is the tomb of Cardinal Langley.

Monuments in the nave include: Lord Ralph Neville and wife, 1374, and Lord John Neville, 1386; greatly defaced. Also monument with effigy, Dr. James Britton, headmaster of Durham Grammar School. The tall and elaborate wooden font-cover was the gift of Bishop Cosin, 1663. Monument in south transept to Bishop Barrington, died 1826. The kneeling effigy is by Chantrey. Monument in north transept to Rev. John Carr, headmaster of Durham Grammar School.

The Castle of Durham originated in 1072, in the orders issued by William the Conqueror. The earliest remaining part is the crypt, or chapel, with handsome Norman columns. The Castle, formerly residence of the great Bishops Palatine, was given up to the University of Durham in 1832, and is now used partly for University purposes, and partly for the judge's lodgings at Assize time. It abounds with grand old rooms, and presents a most martial-looking and picturesque exterior. Access is at no time difficult, but is naturally more complete during vacation-time.

There are several interesting parish churches in the city, including those of St. Mary in the North Bailey, St. Giles, St. Mary the Less, St. Margaret, and St. Oswald. In the Market Place is a Satanic-looking equestrian statue of a Marquis of Londonderry, in a Hussar uniform, and a violent attitude of derring-do.

Hotel: Royal County (garage); Three Tuns. Motor repairs: J. Laidler & Sons, New Elvet.

Miles from Edinburgh		Miles from London	
	Stanhope, ☜ 21 m.		(See pp. 489-492.)

Miles from Edinburgh		Miles from London	
	Hexham, 29½ m.		(See pp. 486-489)
	Sunderland, 12½ m.		(See pp. 641-643.)
	Stockton-on-Tees, 19 m.		(See pp. 634-636.)
	Gradient 1 in 9. FRAMWELLGATE BRIDGE. Cross the Wear.		Leaving Durham by steep descent from the Market Place, down the narrow, awkward Silver Street, cross river Wear, inclining to right along King Street; road then rising and passing under a lofty railway viaduct.
133	Fork of roads, keep right. *Hexham*, 28½ m.	260	Keep right at fork of roads at "Garden House" inn. (Left to Hexham, twenty-eight and a half miles. (See pp. 486-489.)
132½	*Finchale Abbey*, 3 m.	260½	(See p. 643)
132¼	Framwellgate Moor.	260¾	Coal-mining village. Here the route avoiding Durham comes in on left.
131¾	Pity Me.	261¼	Wayside hamlet. The curious name of it is derived from the hunted fox in the sign of the "Lambton Hounds" inn. The prominent object resembling the Acropolis at Athens, but very black, away on a hill-top to the right, is Penshaw Monument, erected 1844 in memory of the first Earl of Durham.
130¼	Plawsworth.	262¾	Wayside hamlet. The woods of Lumley Castle, the ancient seat of the Earl of Scarborough, and those of Lambton Castle (Earl of Durham), are away to the right.

Miles from Edinburgh		Miles from London	
127	Chester-le-Street.	266	Pop. 14,712. Ancient but up-to-date town. It was the Saxon "Cunecaster" and site of the bishopric of Bernicia from A.D. 882 to 995. Here the holy bones of St. Cuthbert rested for 113 years, before being finally transferred to Durham. The church has some details of the thirteenth century. It contains an anchorite's cell and fourteen monumental effigies purporting to be Lumleys. Some of them were collected by John, Lord Lumley, about 300 years ago, from neighbouring ruined abbeys, etc., and adopted by him as "ancestors". Others he had specially made. They are a grisly and forbidding crew.
	Cross the Con Burn. *South Shields*, 14 m.		
			Steep rise.
124	Birtley.	269	Colliery village.
123½	Fork of 3 roads: Take middle road.	269½	Take middle road at fork of three roads, following the telegraph poles, straight on.
	LEVEL CROSSING.		At top of the ascent is a level crossing of a colliery.
122	Low Fell.	271	Here begin the Gateshead and Newcastle tramways.
119½	Gateshead.	273½	Pop. 116,928. Unlovely town, with all the blackness and grime of Newcastle, but few of its architectural features.
	Bear left.		Keep straight on, following the trams, and then bear left to the High Level Bridge.

Miles from Edinburgh		Miles from London	
	Blaydon, 5½ m. *South Shields,* 10¼ m. *Sunderland,* 11½ m. DOWN		Steep descent to the High Level Bridge, by which the river Tyne is crossed, into Newcastle. (Toll for motors, 4d.) The old way into Newcastle was by continuing further along the steep descent to the right. (This way may still be followed by anyone who cares to cross by the Swing Bridge and, having arrived on the opposite side of the river, climbing the steep and narrow street from the quayside called Sandhill.)
			The High Level Bridge, by which most people prefer to cross, was the work of Robert Stephenson and was opened 1850. It carries the road at a height of eighty-five feet above the river, with the railway above it; and though undoubtedly of the greatest convenience, it forms a gloomy passage, dark as Erebus, and filled with dreadful noises and rumblings of the trains above.
	High Level Bridge. Cross the Tyne. *Enter Northumberland.*		
118½	Newcastle-on-Tyne.	274½	Pop. 266,671. The black and busy city of Newcastle-on-Tyne, full of traffic and electric tramways, does not reveal its strange

old byeways to the motorist. They lie down by the river-side,

and are narrow and precipitous lanes, mostly called "Chares". Newcastle has a perfect right to be as black as it pleases, for it is the headquarters of the coal-trade.

Coming into it across the High Level Bridge we have the Cathedral immediately on the right, with the grim Black Gate of the Castle close by, the remains of the "new castle" built by William the Conqueror: that fortress which was so impressive that it even gave its name to the town, which until then had been known as "Monkchester".

The Cathedral of St. Nicholas, until recent years the parish church, is the especial pride and chief architectural glory of Newcastle; its grand tower with the wonderful stone crown supported on ribbed flying arches and set about with a very forest of thirteen pinnacles, being by far the best of the very few examples of a crowned tower in the Kingdom. The other prominent instances are the Cathedral of St. Giles, Edinburgh, King's College, Aberdeen, Faversham church, and the celebrated St. Dunstan's-in-the-East, in the City of London, designed by Sir Christopher Wren.

Down below the Cathedral we, if on exploration bent, come steeply down the old street called Side to the Sandhill. Here is much of old Newcastle, for this was the way through the town in the old coaching days, before the lofty High Level bridge brought traffic through at an enormous height above the ancient ways. From the quaint old house number 41 Sandhill, Bessie Surtees eloped with John Scott, afterwards Lord Chancellor Eldon, 18th November, 1772, as a tablet on the house itself duly informs us.

The Tyne that runs yellow-black by the quays and wharves just here, is almost as greatly a work of the canny Newcastle folk as the Clyde is the handiwork of the men of Glasgow, for the river has been dredged and deepened until it will float the biggest battleships ever launched. These leviathans come from the Elswick works up-river, where the great firm of Armstrong, Mitchell & Co. have their ordnance and shipbuilding shops and quays.

Hotels: Station; County; Royal Turk's Head, Grey Street. Motor repairs: George & Jobling, South Street (garage); Angus, Sanderson & Co., St. Thomas Street (garage); Hodgson's garage, 121 Northumberland Street; Percy Motor Co., Northumberland Street; Hale & Co., 27 Pilgrim Street; Little's Garage, College Road.

Miles from Edinburgh		Miles from London	
	Carlisle, 56 m.		(See pp. 519-525.)
	Carlisle, by Hexham, 58 m.		(See pp. 503-512, 525-533.)
	Jedburgh, 56 m.		(See pp. 525-533.)
	Tynemouth, 8¾ m.		
	Tynemouth, by Jesmond Dene, 11¼ m.		
			Leaving Newcastle past the Cathedral, keep to right, and follow the electric tramways. Where they branch right and left, follow them to the left, up Pilgrim Street. This is now the direct way through the city, without a turn. Passing over the cross-roads keep straight on, up Northumberland Street, following the tram-lines to Gosforth, where they end.
116	Gosforth.	277	Suburban fringe of Newcastle.
114¼	Gosforth Park.	278¾	Formerly the Town Moor, now race-course and golf-course.
113¼	Wide Open.	279¾	Coal-mining village.
			Descent to Seaton Burn, another mining village.
	Cross the Seaton Burn.		
112¼	Seaton Burn.	280¾	
111¾	*Newbiggin*, 13½ m.	281¼	
110¾	Blagdon Park Gates.	282¼	The entrance gates of Blagdon Park, on left, crested with figures of couchant bulls, mark the seat of Viscount Ridley. As we proceed the old Newcastle "Kale Cross" is seen, just within the park. It is a kind of pavilion, in the Doric style, and stood in the

Miles from Edinburgh		Miles from London	
			centre of Newcastle's market until the middle of the eighteenth century.
	DOWN		Steepish descent down Blagdon Bank and the river Blyth, with similar rise from it. On the right the ravine expands into Hartford Dene, a favourite resort of picnic parties from Newcastle.
	Cross the Blyth.		
	UP†		
108½	Stannington.	284½	The church on left was rebuilt 1871.
106½	Clifton.	286½	
	DOWN		Long descent into Morpeth, passing a church which still keeps the watch-house in the churchyard, which was a protection against body-snatchers. Crossing the river Wansbeck, bear to left up Bridge Street to the centre of the town.
	Cross the Wansbeck.		
	UP†		
103¾	Morpeth.	289¼	Pop. 7433. Old-world town, romantically situated in a hollow, amid lovely scenes. Here are quaint old inns and other houses; the remains of a fourteenth century bridge with the old monks' toll-house or chapel; the ancient castle keep, and the queer old town gaol, facing the market-place. It is built in the likeness of a church tower, and is crested with odd little effigies in early eighteenth century costume. Curfew is still rung from it.
	Newbiggin, 8¼ m.		
	North Shields, 17 m.		(See pp. 644-646.)
			Leaving Morpeth turn to right, up Newgate Street, and then again to right. Steep rise up the moorside called High Highlaws
	UP†		

Miles from Edinburgh		Miles from London	
			to Warrener's House fork of roads.
101¾	Warrener's House. Fork of roads, keep right. *Coldstream*, 42¼ m.	291¼	Keep right. (Left to Coldstream, forty-two and a quarter miles, see pp. 541-546.)
			Road undulates to Bockenfield Moor.
93¾	West Thirston.	299¼	
	D Fork of roads, keep left.		Steep winding and DANGEROUS descent (keeping left at fork near the bottom) to river Coquet, where an old-world bridge of three arches spans the rushing stream. The villages of West Thirston and Felton face one another, on either side of the bridge. Keep to right on crossing the bridge.
	Rothbury, 9½ m. *Warkworth*, 7 m. Cross the Coquet.		
93¼	Felton.	299¾	Steep rise, passing Swarland Hall in one mile, on left, with a time-stained obelisk amid the trees within the park fence. It was erected by Alex. Davidson of Swarland Hall, to the memory of his friend, Nelson, "not to commemorate the public virtues and heroic achievements of Nelson, which is the duty of England, but to the memory of private friendship".
90½	Newton-on-the-Moor.	302½	Small wind-swept village, with colliery developments. Long easy

Miles from Edinburgh		Miles from London	
			descent, then level into Alnwick, which is entered past the railway station, and up Bondgate Without, where the "Farmers' Folly," a classic column erected by the tenants of the second Duke in 1816, stands, with the Percy Lion on summit. The road then passes through the narrow archway of Bondgate. Keep to right at next fork.
84½	Alnwick.	308½	Pop. 7041. Alnwick is a grey, sad-coloured, austere stone-built town, which it would be a misuse of language to style "picturesque". Rather is it a hard-featured place, cold-looking even on a summer's day: a place full of mediæval memories, and yet, excepting the exterior of the great Castle, with very little remaining antiquity about it, except the names of its streets, which allude to the defensive walls of the town, long since improved away. These are Bondgate Without and Within, Pottergate, Bailiffgate, and Narrowgate.

Alnwick Castle, seat of the Duke of Northumberland, heir of the Percy honours, and bearer of the Percy name, fronts upon a grim, stone-paved street, with all the frowning, beetle-browed malignity of a gaol, and better figures the real aspect of a mediæval stronghold than the ivy-clad ruins of the ancient fortresses upon which the tourist usually sentimentalises. Mediævalism was just like this grim fourteenth century gatehouse: not in the least sentimental or slack-twisted, but hard, stern and practical, and the romance which has seemed to cling about it is largely that invented by historical novelists. The life-sized stone figures standing upon the battlements of the great gatehouse are intended to represent men-at-arms, and were supposed to deceive an enemy into the belief that the garrison were ready upon the roof to repel the attack. If the enemy were thus imposed upon, they must have been singularly credulous.

There has not been really for centuries past a representative of the original Percy blood in the family which bears that name, and uses the Percy Lion for its cognizance, and none of the original Percys ever held Alnwick. The first was William de Percy, who came over with William the Conqueror in 1066, from the village of Percie, near St. Lo, in Normandy. He died in one of the Crusades, near Jerusalem, in 1086, and his family,

seated near Whitby, in Yorkshire, became extinct in 1166, when an heiress, and only child of his descendant, married Josceline de Lovaine. The Lovaines assumed the Percy name, and not until 1309 did they acquire Alnwick. The Lovaine Percys ended with an heiress in the eighteenth century. She married a Seymour, the sixth Duke of Somerset; and, curiously enough, their only child was a daughter, who married Sir Hugh Smithson in 1740. He then assumed the ancient chivalric name of Percy, and was created by George III. Duke of Northumberland. The present family are, therefore, Smithsons in blood, and Percys only by adoption.

The Castle is credibly said to cover five acres. Mediæval though it looks from without, the interior is a stately and comfortable residence, remodelled by the first Smithson Duke, and again entirely reconstructed by Algernon, the fourth Duke, about 1855, at a cost of more than £300,000.

Hotels; White Swan; Star. Motor repairs: A. & B. Garage.

Miles from Edinburgh	Miles from London	
		Alnmouth, 4¾ m.
		Dunstanburgh, 10 m.
		Rothbury, 11¾ m.
		Wooler, 17 m.
		Leaving Alnwick past the entrance to the Castle, bear to right and descend steeply to the Lion Bridge, spanning the river Aln. Exercise great care here.
		D DOWN *Gradient* 1 in 9.
		The view, looking back upon the castle from the bridge, is one of great beauty.
		LION BRIDGE. Cross the
		Aln.
		Long rise, followed by smart drop and rise to Heiferlaw Tower; passing the Percy Cross in the tress on the right, and the ruins of Alnwick Abbey on the left.
		Gradients 1 in 11.

Miles from Edinburgh		Miles from London	
82¾	Heiferlaw Tower.	310¼	Old watch-tower on the hill-top.
	D		Steep descent, followed by easy rise.
78¼	North Charlton.	314¾	Hamlet of scattered farmsteads. The Cheviot Hills rise on the left.
	Bamburgh, 11½ m. ☞		(See pp. 648-649.)
			Steepish descent into Warenford.
74¼	Warenford. Cross the	318¾	Pretty hamlet, in the hollow of the Waren Burn. Twizel Park on left.
	Waren Burn. *Bamburgh*, 5¼ m. ☞ *Wooler*, 🚃 12¼ m.		
70	Belford.	323	Village with one wide street, an old coaching inn, the "Blue Bell," and an old cross, to which gas-lamps have been incongruously added.
	Wooler, 🚃 10¼ m.		
			Long trying rise to Middleton.
69¼	Middleton.	323¾	Wayside group of cottages. The road goes easily from this point to Haggerston Castle, past the intervening hamlets of Buckton and Fenwick, with the Kyloe Hills on left, and Holy Island off the flat seashore to the right.
66½	Buckton.	326½	
65	Fenwick. Fork of roads, keep right. *Ford*, 🚃 8¼ m.	328	Keep right at fork of roads. (Left to Ford, eight and a quarter miles, see p. 555.)
64¼	"Plough" inn. *Beal*, 1 m. ☞ *Holy Island*, 4½ m. ☞	328¾	Through Beal, one mile right, is the way to Holy Island, the ancient Lindisfarne, four and a half miles right. The way to the

island is across a three and a half miles channel, which becomes a half sandy, half muddy drive at low water, along a track marked by a line of stakes. Prominent, on the way across, are two kinds of boxes, erected upon piles, intended to serve as a refuge for travellers unfortunate enough to be overtaken by the tide. Holy Island is so called because here St. Aidan, A.D. 634, began his Christianising mission to Northumbria, founding the monastery and cathedral which was the predecessor of the later-established cathedrals at Chester-le-Street and Durham. The famous St. Cuthbert was the sixth Bishop of Lindisfarne, and died here A.D. 687. The abandonment of this sacred isle for an inland site was due to the Danish incursions that soon after St. Cuthbert's death began to harry these coasts. The monks left the island A.D. 875, but a later priory was founded about 1093 by Benedictine monks ; and the ruins of it, together with the unconventional surroundings of the adjoining village and parish church, will afford an interesting afternoon's excursion from the main route. The castle, prominent at the end of the island, was built in the reign of Henry VIII.

It should be noted that the sandy passage at low water, although not very suitable for motor cars, has often been made. It is a rather sporting, adventurous trip. But horsed vehicles, to be hired at Beal railway station, form the usual means of getting across.

Miles from Edinburgh		Miles from London	
62	Haggerston Castle.	331	Modern castellated residence of the Leyland family, situated in an extensive park, in which until recently were numerous foreign animals, including buffalo, emus, kangaroos and wild buck. Passing the entrance the road goes suddenly and strangely to the left.
59	Cat inn.	334	
58	Scremerston.	335	Colliery developments here.
	Junction of road from Wooler, on right.		Junction of road from Wooler (twelve and a half miles) on right.
			Long steepish descent to Tweedmouth.
55½	Tweedmouth.	337½	Engineering works and coal wharves are the chief features of Tweedmouth, as seen along the

Miles from Edinburgh		Miles from London	
			main road. It commands, however, a fine view of Berwick across the broad channel of the Tweed. (See p. 556.)
	Cornhill, ☜ 12¼ m.		
	BERWICK BRIDGE.		The river Tweed is crossed by a rugged, many-arched old stone bridge, dating from early in the seventeenth century. Half a mile higher up the river, on the left, is the great "Border Bridge" of the railway, designed by Stephenson and opened 1850. It cost £253,000.
	Cross the Tweed. *Enter County of the Borough of Berwick-upon-Tweed.*		
55	Berwick-on-Tweed.	338	Pop. 13,075. The old border-town of Berwick, the ancient bone of contention between England and Scotland, and suffering greatly in the wars between the two countries, was formerly, from its geographical situation on the northern side of the Tweed, included in Scotland. It is now, in a sense, in England, but it is technically a kind of "buffer-state," as it were, between the two; royal proclamations referring to the Kingdoms of England and Scotland, and "our town of Berwick-upon-Tweed". It was formerly said to belong to neither England nor Scotland, but to the Devil. There is not nowadays, however, anything even remotely satanic in the aspect of Berwick.

Once across the Tweed bridge the town is seen to have an unexpectedly modern appearance, and to be rather a lively and bustling place. The most prominent object in the broad High Street is the Town Hall, which serves also as a market-house and prison. It greatly resembles a church. Every evening the curfew-bell is still rung from the tower at 8 o'clock. The walls of Berwick are chiefly of the seventeenth century, and are the only remains of the ancient fortified condition of the town. They are of no great strength. The Bell Tower overlooking

them is of three storeys. It served as a look-out tower whence watch was kept for raiders crossing the border, when a bell was rung and a beacon fire lighted.

Hotels: Red Lion, (garage); King's Arms (garage).

Miles from Edinburgh		Miles from London	
	Fork of roads, keep right. *Kelso*, 23 m.		Leaving Berwick through the archway of Scotch Gate, keep right at fork of roads, leaving telegraph posts. (Left to Kelso, twenty-three miles, see pp. 812-815.)
52½	Marshall Meadows. UP	340½	Long incline to the lonely toll-house of Lamberton, where the Border is passed and Scotland entered. On the way up along the bleak-looking down to this point, on the left is Halidon Hill, where the Scots were defeated by Edward III. in 1333.
51¾	Lamberton Toll. ENTER SCOTLAND. *Berwickshire.*	341¼	The toll-house, being the place where the border-line between England and Scotland is crossed, was a spot to which runaway couples resorted, not as frequently as to Gretna Green, but in considerable numbers, for marrying in haste.
49¼	Flemington inn: Burnmouth Railway Station. Fork of roads, keep left. *Eyemouth*, 2½ m. DOWN	343¾	At the "Flemington" inn keep left at fork of roads. (Right to Eyemouth, two and a half miles).
	Cross-roads, keep right. *Duns*, 11 m. Cross the Eye Water.		The road here closely approaches the cliffs, with glimpses down towards Burnmouth, and then descends to Ayton, keeping sharp to right at foot (left to Duns, eleven miles), over the bridge crossing the Eye Water.

Miles from Edinburgh		Miles from London	
47	Ayton.	346	Small town, or large village. The very prominent castellated building in the Scotch baronial style, very brilliantly red, is Ayton Castle, built 1851.
	Cross-roads, keep straight on.		Rising easily from Ayton, and along the valley of the Eye Water, we arrive at Reston cross-roads, keep straight on, and passing pleasant, quiet scenery of river, woods, and meadows, always with the meandering Eye Water on the left, proceed by the hamlets of Heughhead and Houndwood to Grant's House.
45¼	*Reston.* ☜ ½ m. *Coldingham.* ☞	347¾	
44¾	Heughhead.	348¼	
41¼	Houndwood.	351¾	
38½	Grant's House.	354½	Here we exchange the valley of the Eye Water for that of the Pease Burn. "Grant's House" is the name of a railway station and of a wayside hamlet, which was originally one house, in which lived a road-contractor named Grant. It afterwards became an inn.

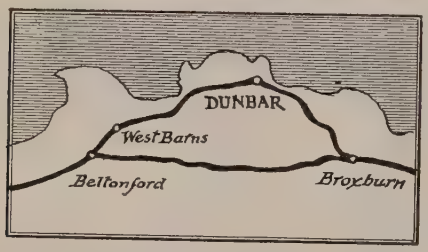
Follow an excellent road for two miles, and at end of a long straight run, with a hill on left, take with care a very sharp S turn. Road narrows here, and the turn is concealed by hedges.

35½	Tower Farm.	357½	At Tower Farm bear right, and 300 yards later turn very sharp to left. This is a very DANGEROUS winding descent to a narrow bridge crossing the Pease Burn, or Heriot Water. Here stands the ruined peel-tower known as "Cockburnspath Tower".
	D Cross the Pease Burn. D		Steep rise with steeper descent. This steep and winding defile between the hills is that to which Cromwell refers in one of his despatches as the "strait pass of Copperspath". Here the Scottish army, under Leslie, was posted before the battle of Dunbar, 1650, commanding the only road to the south, and

cooping up the English forces in and about Dunbar town, where they must have either starved or surrendered, but for the mistake the Scottish general made of coming down from his strategic point up here and descending and giving fight in the level, where Cromwell defeated him, 3rd September, with such completeness that he ever afterwards described it as his "crowning mercy".

Miles from Edinburgh		Miles from London	
34	Cockburnspath.	359	Locally "Co'path": the "a" in "path" sounded as that in "sat". The village lies below the hill, and is a pleasant little place with a sixteenth century cross, and easy access to the sea.
			Short rise past railway station on left.
33¾	Cockburnspath Railway Station.	359¼	
			Winding fall to Dunglass Bridge, which spans Dunglass Dene at a considerable height. On the right is seen the railway viaduct crossing the ravine at the height of 125 feet. The little stream down below descends amid woods and rocks to the sea, in a quarter of a mile, where the great massive form of the Bass Rock looms out.
33½	Dunglass Bridge. Cross	359½	
	Dunglass Dene.		
	Enter Haddingtonshire. Cross the		
	Thornton Burn		
31	Skateraw.	362	Passing Skateraw and the hamlet of East Barns, the road goes easily to Broxburn.
29½	Broxburn.	363½	Between Broxburn and Spott, one and three quarter miles left, was fought the battle of Dunbar, September 3rd, 1650.
	Fork of roads, keep right.		Keep right at Broxburn fork of roads. (Left to Beltonford direct, avoiding Dunbar, Belhaven, and

Mile from Edinburgh		Miles from London	
	Beltonford, 3¼ m. *Spott*, 1¾ m.		West Barns, where the surface is poor.) The old jougs hang beside the door of Spott church.
28	Dunbar.	365	Pop. 3581. Small fishing port. The castle ruins stand upon the red sandstone cliff. The church,



Route Avoiding Dunbar.

prominent upon its hillock near the southern approach to the town, was rebuilt 1821, and is interesting only for the monument, huge in scale and striking in execution, to George Home, Earl of Dunbar, who was Treasurer of Scotland, 1593. Knights under arms sustain his marmoreal effigy. The old Tolbooth is a singularly quaint building. Turn to left opposite it.

The streets of Dunbar are roughly paved, and lead crookedly out of the town to Belhaven, through the West Port.

27¼	Belhaven.	365¾	Fishing village, which gives part of his title to Lord Belhaven and Stenton.
26¾	West Barns.	366¼	The road now goes level to Beltonford and through East Linton.
	Gifford, 12 m.		
25½	Beltonford,	367½	
24¼	*North Berwick* 8½ m. Cross the Tyne.	368¾	Approaching East Linton, cross the Tyne, and immediately bear left, under a railway bridge. East Linton is a considerable village, otherwise "Prestonkirk".

Miles from Edinburgh		Miles from London	
22½	East Linton.	370½	Long pull up from East Linton, followed by a fine long run down towards Haddington. The bold hill of Traprain Law, rising 724 feet, is seen on the left, imposing in itself and also by reason of its isolated situation. Hailes Castle is on the left amid the woods below Traprain Law. There Queen Mary and her evil genius, Bothwell, resided, and in a dungeon cell Wishart, the martyr, was imprisoned. The beautiful woods of Amisfield are passed on the descent towards Haddington.
17½	Fork of roads, keep left. *North Berwick*, 9¼ m.	375½	Keep to left at fork of roads at end of long straight stretch (right to North Berwick, nine and a quarter miles), along Nungate; and then to right, a very narrow street, into the town.
17	Haddington. (*Town Hall.*)	376	Pop. 3992. Haddington is a quiet old town with a broad street fringing the main road, and in midst of it one of those numerous Scottish town-halls that so strongly resemble churches, with steeple and every exterior adjunct wherewith to deceive the stranger. The "bonnie toun o' Haddington" is very interesting and sufficiently "bonnie," no doubt, but the cobble-stoned pavings of its streets and the approaches to the town is a barbaric survival. The Market Cross is the modern replica, erected 1881, of an ancient cross. The goat surmounting it is the badge of Haddington. The most interesting survival is the ancient church of the Franciscan Friary, generally referred to as "Haddington Abbey," which stands on the left as we enter the town, along Nungate, The river Tyne flows calmly by, affording pleasant glimpses, although it must be confessed that this purlieu is in the nature of a slum. The tall red tower, roofless, with it lancets windows open to the elements, is stately, and well deserves its old name, *Lucerna Laudoniæ*, or the "Lamp of Lothian". The nave is now the parish church, and the choir is roofless. There lies Jane Welsh Carlyle, wife of Thomas Carlyle. She died 1866, and was buried here as a native of the

town, which has also the honour of being the birthplace of John Knox, 1505, and of Dr. Samuel Smiles, author of *Self Help*, and apostle of the gentle art of getting on in the world, who was born here 1812.

Miles from Edinburgh		Miles from London	
	Aberlady, 5¼ m. ☞ *Dalkeith*, 13¾ m.		
			Leaving Haddington, straight ahead, past the Town Hall and the railway station, easy undulations lead on to Gladsmuir.
16	Haddington Railway Station.	377	
13¼	Gladsmuir.	379¾	Coal-mining district, extending through Macmerry and Tranent.
	Fork of roads, keep right.		
11½	Macmerry.	381½	Fine views open out upon the right, over the Firth of Forth, towards the distant shores of Fife, with Edinburgh lying near at hand under the lofty hill of Arthur's Seat.
9¾	Tranent. Fork of roads, keep right. *Prestonpans*, ½ m. ☞	383¼	Pop. 2584. Coal-mines much in evidence here. Keep right at fork of roads at end of Tranent. (Described. p. 653.)
6¾	Levenhall.	386¼	Here we meet the tram-lines which follow straight into Edinburgh.
5¾	Musselburgh. (*Town Hall.*)	387¼	Pop. 15,938. Picturesque, partly old-world and in part modern town, on the river Esk, adjoining the sea, and just about equally interested in golf and in fishing. Its name originated in the "broch," or bed of mussels at the river-mouth. Hence the old catch-rhyme :—

Miles from Edinburgh		Miles from London	
			Musselburgh was a broch *When Edinbroch was nane,* *And Musselburgh shall be a broch* *When Edinbroch is gane.* The arms of the town display three anchors and three mussel shells, with the motto "Honesty". The old Town Hall groups finely with the quaint old cross, crested with the Scottish Lion.
5½	MUSSELBURGH BRIDGE. Cross the Esk.	387½	Leaving Musselburgh, proceed to the Esk Bridge, turning right and crossing the river into Fisherrow.
5¾	Fisherrow.	387¾	Fisherrow is the more "ancient and fishlike" part of Musselburgh, as its name sufficiently indicates. That the Romans had a colony here seems to be pretty well established, and the steep old bridge which here spans the Esk is considered to be of Roman construction. In the pleasant grove of trees adjoining, called "the Mall," which forms a public walk, is a monument to "Delta," *i.e.* Dr. David Moir. There are no fewer than four bridges spanning the Esk between Musselburgh and Fisherrow.
	LEVEL CROSSING.		Keep to left at end of Bridge Street into High Street, and thence over railway level crossing at the harbour (electric tramways).
4½	MAGDALENE BRIDGE. Fork of roads, keep right.	388½	Keep right at fork of roads after crossing Magdalene Bridge. A straggling line of houses beside the sea leads on to Joppa. It is a bad road, apt to be greasy. Tramlines all the way to Edinburgh.

Miles from Edinburgh		Miles from London	
3¾	Joppa.	389¼	Seaside suburb of Edinburgh.
3	Portobello.	390	Pop. 9180. The town arose upon a lonely seashore in the eighteenth century; originating in a solitary house built in 1739 by a retired sailor, who named it "Portobello" in honour of the capture of the Spanish-American port of that name. In the last few years this seaside place has grown considerably, and calls itself "the Brighton of Scotland".
			The road rises easily up through Piershill.
1½	Piershill.	391½	
			Easy descent and rise, past Abbeyhill railway station, to the Regent Road.
¾	Abbeyhill Railway Station.	392¼	
			Passing Calton Hill, which rises on the right, and along Waterloo Place, we reach the General Post Office, Edinburgh.
	EDINBURGH. (*G.P.O.*)	393	Pop. 316,837. The authentic history of the capital of Scotland begins with the building here of a fortress on the Castle Rock by Edwin, the Saxon King of Northumbria, early in the seventh century. The Saxons styled it "Edwin's Burgh," and the Gaelic knew it as "Dunedin". These districts of Lothian, including Edinburgh, were transferred to Scotland in 1020, but it was not until after 1436 that Edinburgh became the capital. It has ever since been the centre of Scottish governance and learning; Glasgow being the chief commercial city. The situation of Edinburgh is very striking and romantic. Near the navigable estuary of the Firth of Forth, the sea is easily visible from the commanding heights of the Castle Rock and Calton Hill, which rise abruptly from a valley in which the Nor' Loch formerly stretched, between the Old Town and the New. The site of that still and stagnant lake is now occupied by the railways, and by the beautiful Princes Street Gardens. Thus the Old and New towns are still very markedly distinct, and are

connected only by the North Bridge, the Waverley Bridge, the Mound, and Lothian Road, spanning the hollow.

The New Town first came into existence in 1774, very tentatively, with one or two buildings, and not for some years afterwards could the folk of old Edinburgh be induced to leave the tall houses, the dirt, and narrow wynds of "Auld Reekie" for the bleak cleanliness of the new development, whose private houses and public institutions were all modelled more or less upon those classic examples of architecture which have helped to give the New Town of Edinburgh the title of the "Modern Athens". The Castle, prominent above all else, on its great rock, is the chief point of interest in the Old Town. It combines the features of an ancient fortress and a modern barrack, being still garrisoned, pursuant to the terms of the Act of Union between England and Scotland, 1707. The public are admitted to a large portion of the buildings, including the Argyll Tower, formerly a prison; and the Citadel and the King's Bastion, the lofty platform which overlooks the New Town of Edinburgh, away to Leith and the sea. Here is "Mons Meg," the ancient cannon said to have been made at Mons in 1476; or, by another account, declared to have been the work of a smith of Mollance, in 1435. St. Margaret's Chapel, close by this piece of ordnance, is considered to be the oldest and the smallest place of worship in Scotland, 16 feet by 10, and was founded *c.* 1085 by Queen Margaret, wife of Malcolm Canmore. The old Parliament Hall and Palace, the latter dated 1566, and bearing the initials of Mary, Queen of Scots, and Lord Darnley, are among the most interesting portions of the Castle precincts. Here is shown the room in which James VI. of Scotland and I. of England was born, 1566. In an adjoining room are displayed the Scottish regalia.

In High Street the Cathedral of St. Giles is prominent, and rendered the more notable by its tower, crested with stonework in the shape of a crown. Recently (July, 1911) a new and elaborate chapel for the Order of the Knights of the Thistle has been added. St. Giles' figured largely in the religious troubles that afflicted Scotland in the time of John Knox, and again from 1637 to 1670. The incident of Jenny Geddes, one of the humbler class of worshippers, violently resenting the insidious re-introduction of Romish doctrines (23rd July, 1637) is generally quoted. She flung her cutty-stool at the head of Dean Hanna, with the protest, "Deil colic the wame o' ye; wad ye say mass i' ma lug?" It does not appear that the missile reached its aim; women were ever sorry marksmen. But the intention was of the very best. She has her memorial brass in the Moray aisle, and the Dean has his on one of the pillars sup-

porting the tower. Whether this impartial remembrance is an admirable tolerance, or shows the deplorable modern indifference of those who blow neither hot nor cold, and so shall be spewed out in the final judgment, let the reader settle for himself. There are numerous interesting memorials in St. Giles', including a modern mural tablet to the Regent Moray, murdered 1570, and a monument erected 1895 to the Great Marquis of Argyll, beheaded 17th Feb., 1661.

In Parliament Square, to the south side of the Cathedral, and formerly its churchyard, close to the equestrian statue of Charles II., are seen, boldly carved, the initials, I. K., with the date 1572, marking the spot where John Knox lies.

Numerous old houses remain in the narrow wynds leading out of the High Street and Cowgate. These are often eight or nine storeys high, with dark turnpike stairs, entered by small doorways on which the mingled pride and piety of the old Scottish nobility, who resided in these close quarters, are shown in the sculptured coats of arms, side by side with religious mottoes.

The picturesquely overhanging old house on the north side of High Street, reputed to be that of John Knox, and shown as his at a fee of 6d., is declared by some to have been that of quite another person; a certain John Mossman, goldsmith, who was executed for conspiring on behalf of Mary, Queen of Scots. The queer little effigy on the frontage, really representing Moses, with the Tablets of the Law, is popularly supposed to be meant for Knox.

Greyfriars churchyard, at the south end of George IV. Bridge, a thoroughfare leading southwards out of the High Street, is at once one of the most melancholy and most interesting of places. It was originally the garden of the Franciscan, or Grey monks, and has since the dissolution of the monastery been the city cemetery and the churchyard of a place of worship built in 1612, and now known as the Old Greyfriars Church. In this building was signed the Solemn League and Covenant, 1638. Here, in an angle of this great grim Golgotha, appropriately enough, is the Martyrs' Monument, to the memory of those Covenanters who were done to death, martyrs for conscience' sake, by the perjured prelatical churchmen of the seventeenth century. The inscription includes the statement that between May, 1661, and February, 1688, some 18,000 Covenanters were murdered, slain, or executed, "of whom were executed at Edinburgh about an hundred of noblemen, gentlemen, ministers, and others, noble martyrs for Jesus Christ, and most of them lie here".

In the "South Ground," close to the spot where about 1200 Covenanters, taken prisoners at Bothwell Bridge, June, 1679,

were confined in the open and almost starved, is the mausoleum of Sir George Mackenzie, the persecuting advocate, who passed severe sentences on many of them : "Bluidy Mackenzie," as he was familiarly known.

Holyrood Palace, situated at the end of Canongate, and at the foot of Salisbury Crags and Arthur's Seat, is at the east end of the Old Town, and approached by a district which, to phrase it delicately, ceased long ago to be fashionable. To put it in more direct fashion, Holyrood is reached through a slum. It is a picturesque, if dirty, purlieu, and historic withal ; for here in the Canongate resided the flower of fashion and the noblest of the Scottish nobility ; the Earls of Moray, the Dukes and Marquesses of Queensberry, and many others. Some of their mansions have been demolished, and others—tall buildings, of many floors—are occupied as tenements. Here, too, is the picturesque old Canongate Tolbooth, built 1591, a towered and turreted edifice in the Franco-Scottish semi-military style, with projecting clock.

At the eastern extremity of Canongate is Holyrood Palace, which took its origin in the Abbey of Holy Rood, founded by David I., 1128. Here the abbots entertained the kings of Scotland when they repaired to Edinburgh on business of State ; but this custom became at last highly inconvenient, and James IV., in 1501, began a Royal Palace, adjoining the Abbey. He built it, as a matter of fact, as a new and convenient home in which to welcome his bride, the Princess Margaret, daughter of Henry VII., to whom he was married, 1502. The marriage did not promote lasting peace between England and Scotland, and James IV. was himself slain in the disastrous Scottish defeat at Flodden, 1513. Of the palace built by him only one tower remains, and that is generally ascribed to his successor, James V. This destruction was caused by the English, in 1544, and again in 1650, when Cromwell's soldiery fired the buildings, whether by accident or design is uncertain. The existing palace was built by Charles II. in 1672. The oldest part is that on the left hand as the visitor faces the west front. Here is James IV.'s tower, containing the historical apartments associated with Mary, Queen of Scots, Lord Darnley, and Rizzio, the Queen's musician, who was murdered in her supper-room by the fierce Scottish nobles. These suites of rooms, including the Picture Gallery, 150 feet in length, in which Prince Charlie held his receptions in the early days of the 1745 rebellion, are open to the public every week-day. The remainder of the palace is a royal residence occasionally in use. George IV. stayed here, as also Queen Victoria. Edward VII. held a Court at Holyrood shortly after his Coronation, but really stayed at Dalkeith Palace,

a seat of the Duke of Buccleuch. Recently the buildings have been restored, and George V. was in residence after his Coronation. It is now proposed to improve the approaches, and to bring the palace into more than occasional usage.

The Abbey church, adjoining the palace on the north, has been in ruins since 1688, when James II. of England and VII. of Scotland made it the Chapel Royal, and sought to re-establish the Roman Catholic religion. The people of Edinburgh then fell upon it, and reduced it to a roofless wreck. The west front, in the Early English style, has a remarkably fine and elaborately enriched doorway. The tower on the north of this front is Transitional Norman, and the great west window is Perpendicular. The ruins are of an impressive melancholy, and the sculptured work is greatly defaced by long exposure to the weather. Here are numerous mouldering monuments of the great ones of old, who made history, and murdered, and were murdered in their turn. The very quaint and picturesque building, known as "Queen Mary's Bath," is worth seeing.

The New Town has not many interesting places, apart from the great modern public buildings, and the Gothic Scott Monument in the Princes Street Gardens. The Calton Hill, however, is a prominent eminence, chiefly because of the various monuments which crest it; including the unfinished "National Monument," intended as a memorial to the Scottish soldiers who fell at Waterloo. It is a copy of the Parthenon at Athens. The national dislike of parting with money rather damped the first fine enthusiasm, and the subscriptions were totally inadequate for completing the work. The neighbouring lofty tower, looking rather like a telescope, is the Nelson Monument; while close at hand are the Observatory and monuments of severely classic design, to Professor Dugald Stewart, who died 1828; and to Professor Playfair, died 1819. The High School, the Burns' Monument, and the Calton Cemetery, are other incongruous objects on the hillside.

Hotels: Royal, Princess Street; North British Station Hotel; Caledonian Station Hotel. Motor repairs: John Croall & Sons, Limited, Castle Terrace (garage): Glover & Co., Limited.

Route 101. EAST RETFORD TO MALTBY

Miles from Maltby		Miles from East Retford	
13½	EAST RETFORD.		Retford to Barnby Moor, as pp. 322-323.

Miles from Maltby		Miles from East Retford	
	Nottinghamshire.		
10¼	Barnby Moor. Fork of roads, keep left. *Doncaster*, 14¾ m. ☞ Turn right.	3¼	Keep left at fork of roads. (Right to Doncaster, fourteen and three-quarter miles, see pp. 323-324.) Road then turns immediately right.
7¼	Blyth.	6¼	Very picturesque old village with quaint buildings and a village green; formerly a market-town. Here was situated a Benedictine Priory, whose remains form the parish church. The choir and entire eastern limb of the monastic church have wholly disappeared, together with the domestic buildings, but the remaining portion, which consists of nave, aisles and western tower, is of great architectural interest. The south aisle is a remodelled work, about 1290, and the tower dates from *c* 1400, but the rest is Norman of early character. The north and east sides of the church are unfortunately in the private grounds of Blyth Hall.
	Cross the Idle.		Keeping left at end of village green, road descends and crosses river Idle.
4½	Oldcoates. *Doncaster*, 10¾ m. ☞ *Worksop*, 6½ m.	9	(See pp. 278-280.)
	Enter Derbyshire.		
2¼	Stone.	11¼	
	MALTBY.	13½	

Route 102. DONCASTER TO BARNSLEY AND STOCKPORT

Miles from Stockport		Miles from Doncaster	
48¼	DONCASTER. *Yorkshire.* Cross the Don.		(Doncaster described, p. 324.) Leaving Doncaster by Frenchgate and the railway station pass over river Don.
	Fork of roads, keep left. *Selby*, 19 m. ☞ York Bar.		Keep left at fork of roads. (Right to Selby, nineteen miles, see pp. 324-326.)
46¾	Fork of roads, keep left. *Ferrybridge*, 13¾ m. ☞	1½	Keep left at fork of roads. (Right to Ferrybridge, thirteen and three quarters miles, see pp. 405-406.)
45¾	Scawsby.	2½	
44¼	Marr.	4	Here is a small church with traces of Norman work.
41¾	Hickleton.	6½	Here is Hickleton Hall, seat of Lord Halifax. Church is Late Perpendicular.
	Cross the Dearne.		
38¼	Darfield.	10	A great modern exploitation of the surrounding rich coalfields has converted what was the pleasant village of Darfield into a place of grime, squalor and railway coal-sidings. A monument stands in churchyard to the memory of 189 men and boys who lost their lives in the Lundhill colliery disaster, 1857. Church is chiefly of Late Decorated period, merging into Perpendicular. Altar-tomb with effigies of a knight of Bosvile

Miles from Stockport		Miles from Doncaster	
			family, and lady, *c.* 1390. He wears the Collar of SS.
			Easy long rise from Darfield, followed by abrupt descent into Ardsley.
35¾	Ardsley.	12½	Here is the Oaks Colliery of unhappy memory, 361 persons having lost their lives in the disastrous explosions of December, 1866.
	D		Road leaving Ardsley bends abruptly left and descends a
35¼	Stairfoot Railway Station. RED HILL.	13	dangerous pitch. Bad surface. At the foot of this descent is Stairfoot railway station. Thence steep climb up Red Hill, and following descent and rise.
33¼	Barnsley.	15	(Described, p. 226.)
	Sheffield, 14 m.		(See pp. 222-227.)
	Wakefield, 10½ m.		
	Huddersfield, 16¾ m.		(See pp. 267-268.)
	Pontefract, 14 m.		(See p. 268.)
			Leaving Barnsley past Market Place and by May Day Green,
30¾	Dodworth. Keep right.	17½	Peel Street, and Dodworth Road, the way goes in long easy undu-
30¼	LEVEL CROSSING.	18	lations to Dodworth, a large colliery village. Keep sharp to right at hilltop in the village, and thence over level crossing.
	D		Road rises easily and then de-
	Gradients 1 in 8.		scends, becoming very steep. Final short rise into Silkstone,
			with sharp bend to left round the church.
	Turn left.		
29	Silkstone.	19¼	Silkstone is something of a household name, the coal obtained

Miles from Stockport		Miles from Doncaster	
			in this district being of a superior quality and produced in great quantities. The surrounding country is of a well-wooded, picturesque nature, rich in noble oaks. Silkstone church is Norman, Decorated and Perpendicular. Monuments include altar-tomb with effigies, Sir Thomas Wentworth, 1675, and wife. Tablet to memory of Joseph Bramah, *d.* 1814. He was inventor of the Bramah lock.
	D *Gradients* 1 in 10.		Road leaving Silkstone descends a narrow thoroughfare, bears right, and ascends to Hoylandswaine.
27	Hoylandswaine.	21¼	
	D *Gradient* 1 in 12. Cross the Don.		
25½	Penistone,	22¾	Penistone is a grey old market village situated high among the rather desolate and forbidding hills of a wide and sparsely settled district. Here are large steel works. A considerable business in cattle is done here. The church is built of the local grit-stone, an extremely hard material, difficult to work, and the building, therefore, is on bold and simple lines. It is Trans-Norman, Decorated and Perpendicular, with a lofty tower.
	Sheffield, 13½ m. *Huddersfield*, 13 m.		The better route between Sheffield and Huddersfield is Route 74, pp. 242-244.

Miles from Stockport		Miles from Doncaster	
24¾	Thurlstone.	23½	Suburb of Penistone.
23¾	Millhouses. Fork of roads, keep left. *Holmfirth*, 6 m.	24½	Keep left at fork of roads.
	Cross the Don.		Crossing the river Don, a long steepish rise follows. At the crest of this the road turns sharply right.
	Sharp turn right.		
21¾	Flouch. *Sheffield*, 14¾ m. *Huddersfield*, 11¾ m.	26½	(See pp. 242-244.)
			Long rise and fall across the moors, which here reach an altitude of 1366 feet.
17¾	Salter's Brook. "Miller's Arms." Cross the Salter's Brook. *Enter Cheshire.*	30½	The road here enters Longdendale, and follows the course of the river Etherow. The scenery is wild, craggy, and romantic in the extreme. On right is the lofty upland of Featherbed Moss. Its summit, Black Hill, 1909 feet, is the highest point in Cheshire.
13¾	Woodhead Chapel.	34½	Woodhead Chapel, originally built 1487 by Sir Edmund Shaw,

Miles from Stockport		Miles from Doncaster	
			Lord Mayor of London, has been many times restored and practically rebuilt. The gigantic reservoirs of the Manchester water-supply form a remarkable feature of the road between Woodhead and Tintwistle.
13	Crowden.	35¼	
9¾	Tintwistle.	38½	Originally "Tingetwissel". Village, amid wild lofty moorlands. Church rebuilt, 1836. The Hall, formerly seat of De Burgh family, rebuilt 1653.
8½	Hollingworth.	39¾	Industrial village. Here is Hollingsworth Hall, sixteenth century.
7½	Mottram: "Junction inn." Fork of roads, keep left. *Manchester*, 10½ m. ☞ *Mottram*.	40¾	Keep left at fork of roads at "Junction" inn. (Right to Manchester, ten and a half miles, see pp. 248-249.) Mottram is a town of considerable picturesqueness, and is situated commandingly amid the wild moors of Longdendale. The Perpendicular church contains tomb with effigies, Sir Ralph de Staveley, *temp.* Richard I. and wife.
4½	Gee Cross.	43¾	
3	Woodley Railway Station.	45¼	
2½	Bredbury.	45¾	
	STOCKPORT.	48¼	(Described, p. 49.)

Route 103. DONCASTER TO WAKEFIELD, BRADFORD AND KENDAL

Miles from Kendal		Miles from Doncaster	
98	DONCASTER.		(Doncaster described, p. 324.)
	Yorkshire. Cross the Don.		Leaving the town by railway station, and across river Don, keep left at fork of roads. (Right to Selby, nineteen miles, see pp. 324-326.)
	Fork of roads, keep left. *Selby*, 19 m.		
96¼	York Bar.	1¾	Keep right at fork of roads. (Left to Barnsley, thirteen and a quarter miles, see pp. 370-371.)
	Fork of roads, keep right. *Barnsley*, 13½ m.		
93	Red House.	5	
	Fork of roads, keep left. *Ferrybridge*, 10¼ m.		Keep left at fork of roads. (Right to Ferrybridge, nine miles, see pp. 405-406.)
			Road rises and narrows to Hampole.
91	Hampole.	7	Small village, formerly site of a Priory of Cistercian nuns. Nothing is now left of this religious house.
	Fork of roads, keep right.		Keep right at fork out of Hampole, road descending, with very sharp bend to left, and then up a rise. On the right notice
90½	Little John's Well.	7½	Little John's Well.
88¼	North Elmsall.	9¾	Two right-angle turns in village,
84¾	Ackworth Moor Top. Cross-roads. *Barnsley*, 10 m. *Pontefract*, 4 m.	13¼	first left, then right. (See p. 268.)

Miles from Kendal		Miles from Doncaster	
			Road, falling and rising, crosses Bracken Hill Common.
82½	Wragby. *Nostell Priory.* ☞	15½	Wragby church, on right, stands in the park of Nostell Priory, seat of Lord St. Oswald (Sir Rowland Winn was created Baron St. Oswald 1885). The church contains some remarkable stained glass of sixteenth to eighteenth century. It is German, and was bought by one of the Winns early in nineteenth century. Some sixteenth century English stained glass, really belonging to this building, and including a figure of St. Oswald, to whom the church is dedicated, remains.

The road now passes the woodland scenery of Nostell Priory, crossing the lake.

The park and mansion of Nostell Priory take the name from a Priory of Augustinian Canons, the first of that order in England. It was founded in the time of Henry I. and dedicated to St. Oswald, and was enriched by Robert de Lacy with a gift of the surrounding woodlands. The name of "Nostell" is a corruption of "North Stall," a hunting-lodge in the then dense forests of this locality. No trace remains of the Priory. The mansion was built midway in the eighteenth century.

81¼	Junction of road from Pontefract.	16¾	Road from Pontefract joins on right.
80¾	Crofton Railway Station.	17¼	
80¼	Oakenshaw Railway Station.	17¾	
79¾	Heath Common: Junction of road from Pontefract. *Heath Hall.* ☞	18¼	Here, on the upland Heath Common, another road joins from Pontefract. Heath Old Hall is three-quarters of a mile right. This is a stately old mansion of stone, dark and

grim, in spite of its ornate Renascence architecture. It was built in reign of Henry VIII. by John Kaye of Dalton, whose family was succeeded by the Withams. William Witham died 1593, supposedly from the sorceries and "devilish arts" of one Mary Pannal, who was duly executed at York as a witch. The mansion long held the reputation of being haunted, not, as might reasonably be supposed, by the spirit of the witch or her supposed victim, but by a later owner, a certain Lady Bolles, who died 1662.

Miles from Kendal		Miles from Doncaster	
	Cross the Calder.		Descending and crossing river Calder, with the famous old chapel on the bridge, we enter Wakefield, keeping to right up Kirkgate and thence to left, sharply rising to Cathedral.

The bridge spanning the Calder was built about 1342, together with the chapel upon it. The chapel appears to have been re-endowed by the then Duke of York in 1398. It was "restored" in 1847 by Sir Gilbert Scott, the worth of whose restoration may be judged by a glance at its again dilapidated front and a visit to the old front which was entirely removed by that remarkable architect, and is now at Kettlethorpe Hall, in a rather better condition than the modern work.

78¼	Wakefield. (*Cathedral.*)	19¾	Pop. 51,516. Wakefield is an ancient and historic town, the capital of the West Riding of Yorkshire. It was important in the clothing trade from the fifteenth to eighteenth centuries, but has long since lost its pre-eminence to Leeds and Bradford, and it has now a large variety of trades, none especially distinguished above the others. The exploitation of the coalfields immediately around it is, however, giving the place a black and heavy complexion, singularly out of keeping with its olden repute as "merry Wakefield" in the jolly days of the famous Pindar and Robin Hood and Little John. The great overshadowing historic event was the Battle of Wakefield, 30th December, 1460, fought between the town and Sandal, one mile south. In this, one of the bloodiest and most ruthless of the fierce encounters between the Yorkists and Lancastrians, the

former were defeated and the Duke of York, father of Edward IV., was slain.

Wakefield is a place of dingy red brick, and is only redeemed from something very like commonplace by the palatial recent buildings of the West Riding County Council, and the very large and fine church, which became the Cathedral of a new bishopric in 1888. It has since then been enlarged, The building is in general in the Perpendicular style, with lofty tower and spire, rising to 247 feet.

Hotels: Bull; White Horse; Strafford Arms. Motor repairs: Judge, Market Street; Spivey, Market Place.

Miles from Kendal		Miles from Doncaster	
	Barnsley, 10½ m. *Leeds*, 9½ m.		(See pp. 226-228.)
	Denby Dale, 11 m.		(See pp. 390-391.)
	Aberford, 12¾ m.		(See pp. 391-392.)
	Huddersfield, by Horbury, 13¾ m.		
	Huddersfield, by Dewsbury, 14½ m.		(See pp. 391-393, and 97-98.)
77½	Newton Old Toll House. Fork of roads. Turn sharp left. *Leeds*, 8¾ m. DOWN & UP	20½	Leaving Wakefield past the Cathedral, keep to right at West End, thence rising up Northgate to the Old Toll House, Newton. Turn sharp left at fork of roads. (Right to Leeds, eight and three-quarters miles, see p. 228.) Or, alternatively, keep straight on, instead of turning right past the Cathedral. Pass the County Hall on left, bear right, and then keep straight on to end of road, where turn left. The road from Wakefield to Bradford is sharply undulating, with general rising tendency until within three miles of Bradford. It is a hard-featured, uninteresting district.

Miles from Kendal		Miles from Doncaster	
76¾	Wrenthorpe.	21¼	Half a mile beyond the hamlet of Wrenthorpe is situated, to left of the road, the very large mansion of "Melbourne House," encircled by trees. It is locally known as "Prophet Wroe's Mansion," and has a singular history, having been built about 1856-7 from subscriptions raised by the fanatic followers of a certain John Wroe, who, in the year 1822, posed as the Prophet of the expected Shiloh, and founded the "Christian Israelite Church". After a long and extraordinary career, he died in 1864, aged eighty-two. The sect is not yet extinct, and a faithful few still expect the return of the deceased Prophet, whose clothes are nightly aired before the fire. Access to the premises is jealously guarded by these singularly tenacious believers.
	UP†		
75¼	East Ardsley.	22¾	
73½	Tingley.	24½	
	Cross-roads, keep straight on. *Dewsbury*, 4 m. *Leeds*, 4¼ m.		Keep straight on, over all cross-roads, on the way to Bradford.
71½	Bruntcliffe.	26½	
	Cross-roads, keep straight on. *Huddersfield*, 11 m. *Leeds*, 5½ m.		Keep straight on, over cross-roads. (See pp. 97-99.)
71	Gildersome.	27	
70	Adwalton.	28	
69	Drighlington.	29	

Miles from Kendal		Miles from Doncaster	
	Cross-roads, keep straight on. *Halifax*, 10 m. *Leeds*, 5½ m.		Keep straight on at cross-roads.
67¾	WESTGATE HILL.	30¼	Long rise to crest of Westgate Hill.
66½	DUDLEY HILL. *Halifax*, 8 m. *Leeds*, 9½ m.	31½	Electric tramways begin. (See pp. 107-110.) Long fall to Bradford. Straight ahead, along Bridge Street, to Town Hall, in centre of the town.
65	Bradford. (*Town Hall.*)	33	Pop. 288,505. Bradford, one of the most rapidly-risen among the manufacturing towns of Yorkshire, lies in the vale of the Bradford Beck, a feeder of the river Aire. It is so small a stream that even an inhabitant would be puzzled where to look for it. It was converted into a canal long ago; but it was at least sufficiently important, once upon a time, to be fordable only at certain places. At the principal ford—"Brad-ford," or the "broad ford"—the original village came into existence. Beyond some incidents in the civil war in the seventeenth century, this older Bradford had no history, and all that is left of it will be found in the very much altered parish church.

The town and its immediate neighbourhood had in 1780 a population of only 8800. Bradford to-day is the world's mart for worsteds; both yarns and woven fabrics, alike of the heavy woollen textures and of the lighter fancy mixed varieties. The public buildings and principal mercantile factories and offices are of great extent, and often of imposing architecture. The Town Hall, built 1873, was designed after the model of the Palazzo Vecchio at Florence, and has a lofty tower. It is an ambitious building, not altogether admirable; and Florentine architecture assorts ill with the blackening effect of factory chimneys.

Hotels: Midland; Royal, Darley Street; Talbot, Kirkgate. Motor repairs: Northern Automobile Houses, Oak Lane, Manningham (garage); Wm. Marsh, New Inn Yard, Tyrrel Street (garage).

Miles from Kendal		Miles from Doncaster	
	Halifax, 8 m. *Leeds*, 9½ m.		(See pp. 107-110.)
	Huddersfield, 12 m.		(See p. 269.)
	Harrogate, 21¼ m. *Ripley*, 22¼ m.		(See pp. 269-270.)
62½	Fork of roads, keep right. *Haworth*, 6 m.	35½	Leaving Bradford from Town Hall, proceed along Market Street, turning thence to left, into Cheapside, and straight ahead, along Manor Row and Manningham Lane. Continue past Manningham Park Gates (right to Shipley and Harrogate), keeping right at fork of roads (Haworth, six miles left), we come past the old toll-house of Cottingley to junction of roads at Saltaire. Here keep left.
61	Saltaire. Junction of roads, keep left.	37	Saltaire owes its origin to that great organiser of industry, Sir Titus Salt, Baronet. The ingenious place-name, it will be noticed, is made up from the name of the founder, and from that of the river Aire. Here, about 1836, the great alpaca-weaving industry was started by Salt, who not only built the great factory, but created the village, built the remarkable church, in the Byzantine style, almshouses, working-men's club and schools, and laid out a park. Here is also a Technical Institute. The entire place bears the impress of a great and masterful personality. The four great sculptured lions in front of the working-men's club and institute are distinctly fine. They were the original selection for the Nelson Column in Trafalgar Square, London, before the Landseer bronze lions were modelled.
			Roads generally bad to Skipton.
	Cross the Aire.		

Miles from Kendal		Miles from Doncaster	
59½	Bingley.	38½	Small town in Airedale, engaged since 1806 in the worsted weaving and allied trades. We are here on the borders of the cotton districts, which more especially pertain to Lancashire.

Bingley, although possessing many textile factories, is a pleasant town on a ridge, on either side of which the river and the Bradford Canal run a parallel course. The church in the older, or original village part of the town is Perpendicular. In it is an object on the subject of which antiquaries elaborately disagree. Some say it is a Saxon font, date about A.D. 770; others declare it to be the socket-stone of a cross; and others yet, while differing from these views, have no decided opinions. The first school declare the almost obliterated runic inscription to read: EADBIERHT · CVNING · HET · HIEAWAN · DŒPSTANVS. GIBID · FVR · HIS · SAVLE, *i.e.* "Eadbierht, King, ordered this dip-stone to be hewn. Pray for his soul." The second read the runes: EADBERHT · EATTING · CYNING · RIHTE · GIBAN · ŒSTE. NYSODE · ONGVS · BINGALEAHES, *i.e.* Eadberht, son of Eatta, King, pronounced a gracious ban. Ongus visited Bingley."

It is quite evident from these variants that imagination is not a lost faculty among antiquaries.

The old stocks, the market-house, and the remains of the village cross were removed many years ago to Bingley Park, in which they will still be found. Near here is the interesting old Beckfoot Bridge, an ancient packhorse bridge.

			Road descends from Bingley and follows the course of the Aire to Keighley, crossing the Bradford Canal in three and a half miles. On the right are seen the uplands of Rumbles Moor.
	Cross the		
56	Bradford Canal.	42	
55	Keighley.	43	Pop. 43,487. Pleasantly-situated town, placed in the valleys of the rivers Aire and Worth. Here are large cotton and worsted mills. The church has been rebuilt.

Hotels: Queen's; Victoria; Devonshire Arms (garage); King's Arms (garage). Motor repairs: Grace & Sutcliffe (garage); Greengates Motor Co. (garage); Richard Roe (garage).

Miles from Kendal		Miles from Doncaster	
	Halifax, 12 m.		(See pp. 397-399.)
			Keeping round to right by "Victoria" Hotel, in passing through Keighley, and thence along Cavendish Street, turn right, past the Mechanics' Institute, and so out of the town.
53¾	Utley.	44¼	
52	Steeton.	46	
	Addingham, 4½ m.		
50½	Eastburn Bridge.	47½	Keep right at fork of roads. (Left to Burnley, fifteen miles, see pp. 120, and 121-122.)
	Fork of roads, keep right. *Burnley*, 15 m.		
	Cross the Aire.		Crossing the Aire by the ancient bridge, built *c.* 1305, the charmingly situated village of Kildwick is entered; one of the prettiest
49¾	Kildwick.	48¼	places in the Craven district. The church, known locally as the "Long Church of Craven," is of the Perpendicular period, with additions in the declining years of that style, in reign of Henry VIII. It is a building of extraordinary length. Monumental cross-legged effigy of Sir Robert de Stiveton, or Steeton, 1307, on modern altar-tomb. Kildwick Grange and Kildwick Hall are both seventeenth century mansions.
			The Leeds and Liverpool Canal now runs on right of the road, on to Skipton.
45	Skipton.	53	Skipton is a somewhat grim little town, owing largely to the dark-weathered millstone-grit of which its houses are built. The place-name means the "sheep-town," and it is therefore presumed that the neighbouring

hillsides of the Craven district, of which Skipton is the capital, formerly gave pasturage to exceptionally large flocks. It has still a weekly cattle-market. Statue of Sir Matthew Wilson, M.P., in front of church.

The castle affords the chief interest. It stands overlooking a ravine at the further end of the street, in company with the church, and is a highly interesting group of buildings, still partly inhabited, and now the property of the Earl of Hothfield. The entrance, bearing the old motto of the Cliffords, "Désormais," *i.e.* "Hereafter," worked as a pierced battlement between bold towers, wears all the appearance of the approach to a realm of romance ; and indeed the story of Skipton Castle is one of many romantic episodes. The Cliffords, who were in possession from 1310, ended with the famous Lady Anne, whose marriages gave her the titles of Countess of Dorset, Pembroke, and Montgomery. She was daughter and heiress of the third Earl of Cumberland, whose title included that of Baron Clifford. She flourished in the seventeenth century, and died in 1675, having restored the castle, which had been severely handled in the three years' siege, December, 1642, to December, 1645, and was indeed almost wholly demolished. The buildings are readily shown.

The church, of late Perpendicular architecture, bears traces of the siege and of subsequent restoration by the Lady Anne, who was a mighty woman in the building way. It contains five monuments of the Cliffords, elaborately restored in recent times ; notably the huge altar-tomb of first Earl of Cumberland, 1542, and wife, with brasses ; brasses to second Earl, 1570, and his second wife ; and the vast altar-tomb, with tremendous display of heraldry, of third Earl, 1588, and wife. Note the old halberds in the tower.

Hotels : Black Horse ; Ship ; Midland ; Devonshire Arms. Garage : Baxter & Wroe, Newmarket Street.

Miles from Kendal		Miles from Doncaster	
	Otley, 15 m.		(See pp. 434-438.)
	Burnley, 18¾ m.		(See pp. 120-121.)
	Clitheroe, 17¼ m.		(See pp. 127-129.)
	Grassington, 9½ m.		(See pp. 458-459.)
	Bolton Bridge, 6¾ m.		(See pp. 437-438.)

Miles from Kendal		Miles from Doncaster	
	Cross		Leaving Skipton turn left up at end of High Street, past Trinity Church, and then cross Leeds and Liverpool Canal, after which turn again left into Water Street. Thence straight ahead.
	Leeds and Liverpool Canal.		
			Road undulates and in about three miles descends short sharp pitch.
40½	Gargrave.	57½	Pleasant village on river Aire. Church, with exception of the Late Perpendicular tower, has been rebuilt.
	Broughton, 2 m.		
	Cross the		Leaving Gargrave, cross the canal. The road then rises and descends under railway, and crosses river Aire to Coniston Cold.
	Canal.		
	Cross the		
	Aire.		
38½	Coniston Cold.	59½	
	Malham, 5¾ m.		
			Road goes on an incline through Coniston Cold, then up and down by long ascent and decline across Coniston Moor, and finally with rise and steep fall to Hellifield.
	Coniston Moor.		
	D		
	Gradients 1 in 9.		
35½	Hellifield.	62½	Here is an important railway junction. Hellifield Peel is the name of a defensible tower built in fifteenth century and now used as a residence.

Miles from Kendal		Miles from Doncaster	
	Fork of roads, keep left.		Leaving Hellifield under railway arch, keep to left at fork.
33½	Long Preston.	64½	Lengthy village fringing the highway. The church is chiefly Decorated, with a good Jacobean pulpit and a fine oaken settle on which appear the name and the heraldic shield of arms of one James Knowles, the founder of the adjoining hospital, or almshouse, 1613.
			Undulating road, with views of Penyghent and Ingleborough on the right.
	Nelson, 15½ m.		(See p. 129.)
29½	Settle.	68½	Pop. 2583. Interesting little market-town, of considerable antiquity. The place-name derives from the Anglo-Saxon "Setl," indicating a "seat," and was doubtless used originally in the sense of the modern word "settlement," to indicate a place selected amid the surrounding wild and lonely moors for habitation. The situation is one of great picturesqueness, the town being overhung by the Castleberg, a steep crag rising 300 feet. It is of such singular abruptness that it anciently served the purpose of the gnomon of a natural sundial, the shadow cast by it following spaces carefully marked on the surrounding rocks. The church has been rebuilt. In the market-place is a cross, with several surrounding houses of seventeenth century date.

Hotel: Ashfield. Motor-repairs: Slinger, Kirkgate.

Clitheroe, 17 m. *Ribblehead*, 12 m.		
		Leaving Settle by descent to river Ribble, bear left after crossing river, road ascending steeply to Giggleswick.
Cross the		
Ribble.		

Miles from Kendal		Miles from Doncaster
	Gradient 1 in 9.	
29	Giggleswick.	69

Picturesque and charmingly situated village amid the wild scenery of Glaisdale, presided over by the lofty heights of Penyghent, 2273 feet, six miles north, and Ingleborough, 2373 feet, 8 miles north-west. The place-name (spelled "Guglesvic" in Anglo-Saxon charters, and "Ghigeleswic" in Domesday) derives from the Anglo-Saxon verb "gugglian," to bubble, and refers to the curious intermittent "Ebbing and Flowing Well," about one mile distant, on right of the road to Kendal, sheltered by trees. This singular spring, situated at the foot of the limestone cliffs called Giggleswick Scar, flows and ebbs in suitable (*i.e.* wet) seasons as often as eight times a day, into its stone basin. In dry weather the performance is less frequent, and altogether uncertain, the expectant sightseer having to wait for hours and often perhaps to be disappointed. The average rise and fall in the stone basin is about 8 inches, and not remarkably spectacular. The church of Giggleswick, dedicated to St. Alkelda, a wholly imaginary saint, is Perpendicular. The pulpit and reading-desk are Elizabethan, the former bearing the names and badges of the twelve tribes of Israel. Poor-box, dated 1684. The Grammar School, founded 1512, and endowed 1553, by Edward VI., has been rebuilt.

27½	Buckhaw Brow Hill.	70½
	D	
23	Clapham.	75

Short descent followed by a long rise to the crest of Buckhaw Brow, growing very steep. We pass the "Ebbing and Flowing Well" already referred to, and under the limestone cliffs of Giggleswick Scar.

Long descent from Buckhaw Brow Hill, steep in parts then undulating.

Dangerous corner round the New Inn, entering Clapham.

Pleasant village, whose picturesque features are perhaps a little too well-groomed and tidied-up in a kind of out-door parlourmaidenly way. It looks pre-eminently prosperous and neat and is lit by electric light. The bright clear stream called "Clapham Beck," issuing from the mighty sides of Ingleborough, runs through the village: a

charming feature. The prominent tower of the church is of twelfth century, but the body of the building dates only from 1814. Ingleborough Hall gives a tone to Clapham, and one of the entrances to the romantic park is in the village street. Ingleborough, whose summit is four miles distant, is an impressive feature. It is only forty-one feet less in height than Whernside, the loftiest peak of these West Yorkshire fells, and looks higher and is altogether an eminence of great distinction.

Ingleborough Cave (alternatively "Clapham" Cave) is one of the most remarkable caverns in England, ranking with those of Cheddar and the Peak of Derbyshire. It is a great attraction to visitors to Clapham, but is situated one and a half miles within the private grounds of Ingleborough Hall, and permission to visit it must be both sought and paid for. A payment of 2s. 6d. is asked of a single visitor. Parties of eight or more pay 1s. each. This is a huge cavern, or rather series of caverns, extending nearly half a mile in the limestone, the greater portion of which was discovered *c.* 1837. The place is divided into what are named respectively the Old Cave, New Cave, the Pillar Hall, the Cedar Gallery, and the Giant's Hall. Giant stalactites and stalagmites, some of great beauty, are features of these caves and halls. An underground stream flows through from unexplored recesses. It is a rather sly exhibition of humour on the part of guides to inform visitors, when well within the caves, that they are infested with a race of white rats. It is perfectly true, but ladies among the parties are not thankful for the information.

Miles from Kendal		Miles from Doncaster	
	Cross the Clapham Beck.		Crossing the Clapham Beck, and keeping straight ahead, the road rises to Newby Moor, and then descends, amid fine scenery, the crest of Ingleborough, with its striking shorn-off appearance, bulking hugely in the view on the right.
17¾	*Ingleton*, ½ m.	80¼	Ingleton church, rebuilt 1887, except the Perpendicular tower, contains a Norman font, elaborately sculptured with Biblical scenes. The torrent scenery at Ingleton is very fine.

Miles from Kendal		Miles from Doncaster	
	Cross the Greta.		Crossing the river Greta, we ascend a lengthy incline to West House.
	Oblique cross-roads. Keep straight on. *Burton Lonsdale*, 2 m.		
17¼	West House.	80¾	Wayside hamlet. Road grows increasingly hilly.
	Enter Westmoreland.		
			Descent towards Cowan Bridge.
14½	COWAN BRIDGE.	83½	
			Further sharp fall.
	D Cross the Lune.		Steep descent to crossing of river Lune, by a narrow bridge, road winding dangerously. The scene at the three-arched bridge over the river is very beautiful. On the bridge is a pillar inscribed, "Feare . God . Honer . the . King . 1673".
			Rise into the town.
12	Kirkby Lonsdale. (*The Square.*)	86	Pop. 1638. Church is Norman, Early English, and Perpendicular. The Norman pillars are scored deeply, in a diamond pattern, and the capitals bear a curious runic sculpture.
	Kendal, by Crooklands, 12¾ m.		Kendal, by way of Crooklands, a longer route by three-quarters mile than the present, but much easier.
	Lancaster, 16½ m.		

Miles from Kendal		Miles from Doncaster	
	Kirkby Stephen, 24¾ m. ☞		Leaving Kirkby Lonsdale, keep straight along from the Square, up the main street and passing "Red Dragon" inn, keep to left, round the Market Hall, and thence turn right at fork by the local Council offices, proceeding past church. Here turn left, up a rising road.
10½	Fork of roads, keep right.	87½	At fork in one and a half miles, keep right, road rising consistently for two and three quarters miles, and then descending.
7½	Fork of roads, keep left.	90½	At fork in a further three miles keep left, road rising easily two miles, then descending for equal distance ; and finally rising steeply to Old Hutton Post Office.
5	Old Hutton Post Office.	93	
3¼	Fork of roads, keep left.	94¾	Keep left at fork of roads, to "Beehive" inn, road descending, and continuing on a down-grade to Nether Bridge.
2¼	Oxenholme Junction Railway Station.	95¾	
¼	Nether Bridge.	97¾	
	KENDAL. (*Town Hall.*)	98	(Described, p. 58.)

Route 104. WAKEFIELD TO DENBY DALE

Miles from Denby Dale		Miles from Wakefield	
11¼	WAKEFIELD. *Yorkshire.* (*Westgate.*)		Proceeding by Westgate, and by Market Place, and through the Cattle Market, Thornes is reached in one mile.

Miles from Denby Dale		Miles from Wakefield	
10¼	Thornes.	1	
	Cross the		
	Canal.		
	Cross the		
	Calder.		
8¾	Dirtcar.	2½	
7¾	Calder Grove.	3½	
			Long steep rise.
5¾	Cross-roads.	5½	
	Barnsley, 7¾ m.		(See pp. 266-267.)
	Huddersfield, 9 m.		
			Long steep descent.
3¼	Clayton West.	8	
2¼	Scisset.	9	
	DENBY DALE.	11¼	

Route 105. WAKEFIELD TO ABERFORD

Miles from Aberford		Miles from Wakefield	
13	WAKEFIELD.		
	Yorkshire.		
	(*Cathedral.*)		
10	Stanley.	3	
	Level Crossing.		
8	Oulton.	5	
	Pontefract, 8 m.		(See pp. 400-403.)
	Leeds, 5¼ m.		

Miles from Aberford		Miles from Wakefield	
7	Cross the	6	
	Aire.		
6	Swillington.	7	Church is Decorated with some good details.
4½	Cross-roads.	8½	
	Selby, 13½ m. ☞		(See pp. 444-445.)
	Leeds, 7½ m.		
3	Church	10	
	Garforth Railway Station.		
	ABERFORD.	13	(Described, p. 407.)

Route 106. WAKEFIELD TO HALIFAX, BY DEWSBURY

Miles from Halifax		Miles from Wakefield	
18¾	WAKEFIELD. *Yorkshire.* (*Cathedral.*)		Leaving Wakefield by Little Westgate and to right of Corn Exchange, descend Westgate and under railway bridge to fork of three roads. Here take middle road, and thence proceed straight ahead. Beware of a colliery level crossing.
	Fork of 3 roads. Take middle. LEVEL CROSSING.		
			Long rise with short fall to Flushdyke railway station.
15¾	Ossett.	3	Busy modern shoddy-manufacturing town. The church, built at cost of £25,000 in 1865, has a lofty spire.
	Batley, 3 m. ☞		(See p. 396.)
			Steep descent and long incline, followed by shorter descent and rise; and again by long steep descent. The stone setts of Dewsbury are very bad.
	D		
	Gradients 1 in 10.		

Miles from Halifax		Miles from Wakefield	
	DOWN		
12¼	Dewsbury. (*Market Place.*)	6½	Pop. 53,358. Modern town, busily engaged in many branches of the woollen industry, including carpets, druggets, blankets, and worsteds. The church, although largely rebuilt 1767 and 1823, exhibits an Early English nave-arcade, and a Perpendicular wooden roof. The remains of some beautiful old stained-glass have been grouped in a window of the north transept. The font is Transitional Norman. Note also some early Saxon sculptured stones. Hotels: Royal (garage); Scarborough; Wellington. Motor repairs: J. E. Tolson, Meadow Fields (garage); E. A. Goldy, Bradford Road (garage).
	Batley, 4 m. ☞ DAISY HILL.		Leaving Dewsbury keep left, out of Market Place, and up Daisy Hill, and to right, still rising, up Nelson Street. Thence to left by Wellington Road, and to right, rising Webster Hill.
	UP†		
	UP†		
	Webster Hill.		
	UP†		
	DOWN		Short descent to Ravensthorpe.
10⅓	Ravensthorpe.	8¼	
9¼	Mirfield.	9½	Growing place, busily engaged in the usual woollen manufactures of this district. Only the tower of the old church remains, the rest having been rebuilt, 1874. At the west end note the so-called "Danish Mount," an ancient earthwork.
8¼	"Three Nuns" inn.	10½	The "obelisk" near the old "Three Nuns" inn is also called

Miles from Halifax		Miles from Wakefield	
	Obelisk.		the "Dumb Steeple". It probably marked the limits of sanctuary afforded by Kirklees Priory.
8	Fork of roads, keep right. *Huddersfield*, 3¾ m. ☞	10¾	Keep right at fork of roads. (Huddersfield three and three-quarters miles left, see pp. 97-98.) On right of road is the beautifully wooded park of Kirklees.

The Hall has long been the seat of the Armytage family, who appear to have settled here in 1565.

A Priory of Cistercian nuns was founded here, *temp.* Henry II. The present Hall was largely built of its stones in reign of James I. No buildings are now left of the Priory, except the guest-house and the picturesque farm buildings. It is this old guest-house which, according to tradition, was the scene of Robin Hood's death. The Prioress of Kirklees, "a woman very skilful in physic and surgery," is said to have been his aunt. To her, "distempered with cold and age," he resorted to be bled, after the old surgical manner, but she, "knowing how fell an enemy he was to religious persons," allowed him to bleed to death. But before he died he blew three blasts upon his bugle horn, which brought Little John to his side. Robin made a last request:—

> *"Give me my bent bow in my hand,*
> *And a broad arrow I'll let flee,*
> *And where this arrow is taken up*
> *There shall my grave digged be."*

So he drew his bow from the narrow window, and shot his last arrow. The distance from this building to the picturesque spot on a wooded knoll where the arrow is said to have fallen is great enough to prove Robin Hood a notable bowman, even at his last gasp. Here is his tomb, enclosed within a railing, and a broken stone bears the verse:—

> *Hear underneath dis laitl stean*
> *Laȝ Robert Earl of Huntingdon*
> *Ne'er arcir ver aȝ hie sa geud*
> *An pipl kauld im Robin Heud*
> *Sick utlauȝ aȝ hi an hiȝ men*
> *Vil England nivr si agen.*
>
> *Obijt* 24 *Kal Dekembris*, 1249.

There is a shocking suggestion of the "Nu Spelin" about this inscription. Unfortunately for tradition, this epitaph would seem to have been the work of Martin Parker, author of the "True Tale" of Robin Hood, *c.* 1632, and it has been recut more than once. He would indeed be a transcendant genius who should tell the actual true tale of the bold hero. Whether he was the outlawed Earl of Huntingdon, or if indeed he and his merry men are not poetic figures of ancient ballad lore, will ever be food for speculation. But the legends in which he and his band delight in the freedom of the greenwood tree and plunder the rich to help the poor must always endear the tale of Robin Hood to the English-speaking race.

Miles from Halifax		Miles from Wakefield	
6	Brighouse.	12¾	Busy woollen-manufacturing place, in the vale of Calder, which we follow to Elland.
			Proceeding up Commercial Street, keep left at fork of roads.
	Fork of roads, keep left. *Queensbury*, 5 m.		(Right to Queensbury, five miles.)
3	Elland.	15¾	Small manufacturing town. Elland old Hall, greatly altered, was the scene of a long and remarkable blood-feud in the fourteenth century. The park is still a finely-wooded demesne. The church is chiefly Perpendicular.
	Cross the Canal.		Passing the "Calder and Hebble" inn, and bearing right, cross the Canal and rise steeply uphill to Salterhebble.
1½	Salterhebble.	17¼	
			Turn to left at beginning of descent, and so into Halifax.
	Turn left. HALIFAX.	18¾	(Described, pp. 107-109.)

Route 107. OSSETT TO BRADFORD

Miles from Bradford		Miles from Ossett	
11½	OSSETT. *Yorkshire.* Cross roads, turn right.		Proceed to Ossett Street Side and cross the Dewsbury and Wakefield road keeping on to further cross-roads; in 1¼ m. Here turn right
7	Chidswell. Level Crossing.	4½	to Chidswell.
7½	Batley. (*Town Hall.*)	4	Pop. 36,389. Ugly modern industrial town amid striking scenery, originally beautiful. Batley stands on a hill, but is generally obscured by smoke. It is the headquarters of the Yorkshire shoddy trade. "Shoddy" is an ugly word, and has now come to mean anything of an inferior nature; but it is technically cloth woven from old rags, which are torn to pieces by "devils," and reduced to fibres, called "flocks". The fabrics woven from these vary in quality according to the shortness or the length of the flocks. The longer they are, the better the resulting material. The best kinds are good, and may even be costly. The worst, it is not too much to say, are dear at any price. But shoddy lurks unsuspected in many fabrics, for dressing and dyeing cover many defects. The church is Perpendicular. Fine chancel-screen, and another to the south chapel, with shields of arms.

Hotels: Wilton Arms: Crown. Motor repairs: C. Jubb & Co., Bradford Road; A. E. Golby, Bradford Road.

6	Birstall. *Huddersfield*, 9 m. *Leeds*, 7 m.	5½	(See pp. 97-99.)
4	Birkenshaw,	7½	
3½	Junction of Wakefield and Bradford Road. Turn left.	8	
2½	Dudley Hill.	9	
	DOWN		
	BRADFORD. (*Town Hall.*)	11½	(Described, p. 380.)

Route 108. HUDDERSFIELD TO HALIFAX

Miles from Halifax		Miles from Huddersfield	
7	HUDDERSFIELD. *Yorkshire.* (*Market Place.*) D *Gradients* 1 in 12.		Leaving Huddersfield from Market Place by the long incline of Westgate and New North Road, proceed straight ahead to Edgerton, road descending (electric tramways.)
6	Edgerton.	1	Rise to Birchincliffe, growing steeper, through a cutting, and under archways supporting overhead roads.
5	Birchincliffe. D *Gradient* 1 in 10.	2	Dangerous; steep descent, road bending right and left.
3	Elland.	4	
2½	Elland Bridge. Cross the Calder and the Calder Navigation.	4½	
	Fork of roads, keep left.		Keep left at fork of roads, after crossing Elland Bridge.
¾	Salterhebble. Turn left.	6¼	
	HALIFAX.	7	(Described, pp. 107-109.)

Route 109. HALIFAX TO KEIGHLEY

Miles from Keighley		Miles from Halifax	
12	HALIFAX.		Proceeding northwards, by Corporation Street, Lee Bridge, and Lee Bank, road rises steeply up

Miles from Keighley		Miles from Halifax	
10½	Ovenden Cross. Keep left.	1½	Ovenden Road to Ovenden Cross, where keep left, road still rising.
9½	Illingworth. Keep left.	2½	Keep to left after passing church, road continuing its rise and passing through a cutting; thence descending. Passing another church, road bends acutely to right, and rises
6	Denholmegate. Junction of road from Queensbury, on right.	6	easily to Denholme, past Denholme Gate and junction of road from Queensbury, on right.
5½	Denholme.	6½	Rough road, amid bleak and forbidding moors, rising on either hand to considerable heights. It is the "Charlotte Brontë" country. On right we have passed Soilhill, 1320 feet, and on left extends the dismal expanse of Calder Edge, with several reservoirs.
4½	"Craven Heifer" inn. Keep left.	7½	Keeping left at "Craven Heifer" inn, road continues its dreary course. The moors at this point are known as "Manywell Heights".
2½	Cross-roads.	9½	Then comes a quick descent to cross-roads.
	Haworth, 1 m.		Haworth, now grown a busy town of many factories, is a grim place of one long astonishingly steep street: very hard-featured and forbidding. There is little or nothing of the joy of life in or about Haworth. The odious old church, itself almost like a factory-building, was demolished, except the tower, 1879, and the present building erected; but the almost equally ugly parsonage remains, somewhat altered, adjoining the dreary churchyard. The village and district are nowadays the objects of pilgrimage, being visited by many ardent admirers of the Brontë sisters; chief of whom was Charlotte Brontë. The Brontës were of Irish extraction, the present form of the name being an elegant version of the original uncouth "Prunty".

The three sisters and one brother, children of the Rev. Patrick Brontë, who became vicar of Haworth in 1820, were of a highly imaginative neurotic character, leaning in one direction to genius, and in the other to a typical decadent type. Charlotte, the elder sister, born 1816, died 1855, was the celebrated author of *Jane Eyre*, *Shirley*, and *Villette*. Emily wrote *Wuthering Heights*, and died 1848; Anne, who was author of *The Tenant of Wildfell Hall*, died 1849. The father, who survived all his strange children, died 1861. All the family are buried here, except Anne, who lies at Scarborough.

Miles from Keighley		Miles from Halifax	
1¾	Fork of roads, keep right.	10¼	Keep right at fork of roads, road descending to electric tramways.
1	Ingrow.	11	
	KEIGHLEY.	12	(Described, p. 382.)

Route 110. DONCASTER TO LEEDS

Miles from Leeds		Miles from Doncaster	
27¼	DONCASTER.		(Doncaster described, p. 324.)
	Yorkshire. Cross the		Leaving the town by railway station and across river Don, keep left at fork of roads. (Right to Selby, nineteen miles, see pp. 324-326.)
	Don.		
	Fork of roads, keep left. *Selby*, 19 m. ☞		
25½	York Bar.	1¾	
	Fork of roads, keep right. *Barnsley*, 13¼ m.		Keep right at fork of roads. (Left to Barnsley, thirteen and a quarter miles, see pp. 369-371.)
22¼	Red House.	5	
	Fork of roads, keep right. *Wakefield*, 14¾ m.		Keep right at fork of roads. (Left to Wakefield, fourteen and three-quarters miles, see pp. 375-377.)

Miles from Leeds		Miles from Doncaster	
			Sharp rise and fall.
20¼	Robin Hood's Well.	7	Old coaching hamlet. On right-hand side of road is the old well-house, built over the well traditionally associated with Robin Hood.
19¾	Fork of roads, keep left. *Ferrybridge*, 7¾ m.	7½	Keep left at fork of roads, road descending sharply and then rising. (Right to Ferrybridge, seven and three-quarters miles, see p. 406.)
15½	East Hardwick.	11¾	
14¼	Junction of road from Barnsley.	13	Road from Barnsley joins on left.
			Steep descent entering Pontefract, and then slight ascent. Bear to right, through narrow street, to Market Square, then turn sharp to left, and follow tram-lines.
13¼	Pontefract.	14	Pop. 13,428. Picturesque town, now grown grimy with collieries. It was originally called Kirkby.

"Pomfret," as the name is alternatively spoken, is a place with many historical associations, chiefly centred about the castle, which originated in time of William the Conqueror. The place then took the name, "*ad Pontem Fractum*," *i.e.* "Broken Bridge," but for what reason is not known with certainty. It has been supposed that it derived from a wooden bridge across the river Aire at Castleford, which was broken down to prevent the Conqueror's march north, a singular choice, for Castleford is three miles distant. A place called "Poumfreite" is found in Normandy. There is no river at all at Pontefract.

The ruins of the great Norman and Edwardian castle, on a craggy height, form from some points of view a very impressive picture, but the remains are greatly shattered. The principal historic events connected with the fortress were the execution of Thomas, Earl of Lancaster, in 1322, for treason against Edward II.; the mysterious death of the deposed Richard II. in one of its dungeons, January, 1400; the execution of distin-

guished Yorkist prisoners after the Battle of Wakefield, and those of Earl Rivers, Sir Thomas Vaughan, and Sir Richard Grey in 1483, by order of the Duke of Gloucester, afterwards Richard III. The last episodes in the story of Pontefract Castle were the three sieges during the war between Charles I. and the Parliament, ending in that of 1648-49 ; after which the sorely battered walls were further demolished by order of Parliament. Some grim rock-hewn dungeons remain.

The church of All Saints, below the castle, suffered severely at the same time, the choir with nave and aisles being battered down. The transepts and the central tower remain. This last is Perpendicular, and is surmounted by a beautiful octagonal lantern, which is one of the principal features in views of Pontefract. The church of St. Giles, in the market-place, was largely remodelled in the seventeenth century and again in the eighteenth century. It also has a tower with octagonal upper stage.

" Pontefract cakes," *i.e.* liquorice lozenges, bearing a stamped representation of the castle gate, are still made here. The liquorice plant (Greek, *glykyrriza* = sweet root) was introduced to England in the reign of Queen Elizabeth. Gully, the prize-fighter, who eventually amassed a fortune and resided at Ackworth Park, three miles south of Pontefract, as a country gentleman, represented the town in Parliament. He died 1863.

Hotel : Red Lion ; Motor repairs : Ewbank & Co., Ropergate (garage) ; Jackson, Southgate.

Miles from Leeds		Miles from Doncaster	
	Wakefield, 8 m.		
	Barnsley, 14 m.		(See p. 268.)
	Snaith, 14 m.		
			Passing Pontefract Park and racecourse, we come to Glass Houghton.
11¼	Glass Houghton.	16	Extensive glass-bottle works in this neighbourhood.
	Bend of roads, keep left.		Keep left at bend of roads, where trams go to right. (Right to Aberford, eight and three-quarters miles.)
	Aberford, 8¾ m.		
	Level Crossing.		Between this level crossing and

Miles from Leeds		Miles from Doncaster	
			Methley village are several awkward turns, cross-roads, and road-ends. Extra care should be taken.
9	METHLEY BRIDGE. Cross the	18¼	
	Calder.		
7½	Methley.	19¾	Methley Park, on left, is the seat of the Earl of Mexborough. The church of Methley is Decorated and Perpendicular, but is chiefly notable for its interesting monuments in the Waterton Chapel, on south of chancel. Altar-tomb with effigies, Sir Robert Waterton, 1424, and wife. They wear the collar of SS. Altar-tomb with alabaster effigies, showing traces of colour and gilding, of Lionel, Lord Welles (who was slain at the battle of Towton, 1461), and wife. Altar-tomb with effigies, of Sir John Savile, Baron of the Exchequer, 1607, wife and son. Later monuments in the curious eighteenth century "classic" taste, including one to Charles Savile, 1741, with statue of him in an airy Roman costume, and another to Sir John Savile, first Earl of Mexborough, 1778. Several pieces of funeral armour hang from the walls. Here is a fine stained-glass window of fifteenth century, in which appear angels with scroll-diplomas bearing the word "*Sanctus*". These are most singular angels, represented feathered all over, including their legs. They look whimsically like Cochin fowls.
5¼	Oulton.	22	Here is a modern church, designed and built, 1830, by Rickman, author of the well-known treatise on Gothic architecture. An inspection of it reveals the fact that he was better in his writing and in his artistic ideals than in his architectural practice. It cost £12,000.
	Wakefield, 5 m. *Aberford*, 8 m.		(See pp. 391-392.)
			Long incline, followed by lengthy descent, then level. Bad surface.

Miles from Leeds		Miles from Doncaster	
2¼	Junction of road from Wakefield.	25	Junction of road from Wakefield on left. Electric tramways through Hunslet into Leeds.
2	Hunslet. Cross the Aire.	25¼	
	LEEDS. (*Briggate.*)	27¼	

Pop. 445,568. Leeds stands upon the river Aire, now a stream of blackest hue. The site was anciently in midst of the Forest of Elmete, which took its name from the elms of which those woodlands were chiefly composed.

Modern Leeds, with a population of nearly half a million, is the chief mart of the woollen trade, not only in England, but in the world. The immense number and great activities of its cloth-weaving factories have drawn hither many other trades and manufactures, and there are now few classes of commercial enterprise which are not represented here. Leeds is therefore essentially an industrial and commercial city, and is the fifth in point of size in the United Kingdom. There is some little divergence of opinion as to whether Leeds or Sheffield is the dirtiest place, but to Sheffield is generally conceded that peculiar eminence; although Sheffield of to-day is not so bad as the same place of a generation ago. Another school of thought, carefully weighing derogatory comparisons, is of opinion that neither Sheffield nor Leeds has a pre-eminence in smoke and grime, and unhesitatingly awards the palm for combined dirt, squalor, and general undesirability to Halifax.

A survey of Leeds reveals it to be, as the poet would remark, a "mighty maze without a plan". There is nothing in the nature of a well-defined centre, and although Briggate is accounted the principal street, and the Corn Exchange, to the right of it, occupies an island site, there are other streets as important. Leeds has, in fact, grown up from a small town to a great city in an architecturally absent-minded fashion, and has been too busily engaged in making money to pay attention to converting the mazy lanes and meandering alleys of the original place into a well-ordered whole. The one such effort, the opening out of the "City Square" from Boar Lane, has been made in a characteristically puzzle-headed fashion. It adjoins the "New" railway station and the Royal Exchange, and has on its north-western side the General Post-Office. In

the open space thus created is a fine equestrian statue, by Brock, of the Black Prince, a selection regarded by some as a peculiarly fitting one for smoke-blackened Leeds. Here are also statues of James Watt, inventor of the steam engine; Joseph Priestley, chemist; John Harrison, builder of St. John's Church; and Dean Hook.

There are few antiquities in Leeds, and the old parish church of St. Peter was pulled down and rebuilt 1839-41. An elaborate, though mutilated, Saxon cross was discovered in the progress of the work, and stands in the present church. It has been restored and the round head of another ancient cross added to it. The shaft of the first-named is rather over eight feet high, and the whole now stands ten feet. Elaborate sculpture and characteristic knot-work illustrating the Saga of Völund (*i.e.* Wayland Smith) and that of Sigurd Fafnesbane, cover this extremely interesting relic, which is said to have been originally erected A.D. 642, in memory of Anlaf, King of Northumbria.

St John's church, the most interesting in Leeds, was built 1634, and is a curious architectural survival of Gothic feeling in Renascence times. The building consists of a nave and south aisle of equal proportions, and is filled with very elaborate high pews, a great pulpit with sounding board, and an extremely fine ornate Renascence chancel-screen. Leeds has awakened rather late to a sense of its municipal dignity, and has thus not many really excellent public buildings. The Town Hall, built 1858, cost £130,000, and is of a Corinthian character. The Walker Art Gallery, however, contains a fine collection of modern works of art. Roundhay Park and Woodhouse Moor, the public parks of Leeds, are very fine, but are situated rather remote from the city, and the same remark applies to Kirkstall Abbey, three miles west, along Wellington Street and the Kirkstall Road; although at the same time it should be added that electric trams run frequently between all these places and Leeds.

The noble and very complete and extensive Cistercian Abbey of Kirkstall, with its surrounding beautiful grounds, through which flows the river Aire, now unfortunately a polluted stream, has been since 1889 the property of Leeds; having been purchased and presented by Colonel North. The smoke-laden atmosphere from Leeds and the industrial village of Kirkstall has unhappily deposited a film of blackness over the ruins, and the surrounding outlook is chiefly of factory chimneys. The Abbey was founded in 1147 at Barnoldswick in Craven, by Henry de Lacy, in fulfilment of a vow made during a serious illness, and was transferred soon afterwards to this spot, which was seen at a venture by the Abbot when riding through the

dense woodlands which then overspread this vale. The site of the Abbey was then occupied by hermits. The name "Kirkstall," which indicates, as to its second half, a hunting stall or lodge in the forest, would appear to argue the existence of some earlier church.

The Abbey church was completed on this new site in 1152, and the monastery acquired much adjoining land. The church is 224 feet 6 inches in length, and is in general the original Transitional Norman building. The tower, however, is Late Perpendicular, as also is part of the choir. The cloisters remain, and indeed most of the religious buildings, although in a roofless condition, but most of the domestic offices have disappeared. The Gatehouse is now adapted to the purposes of a modern residence, and is on the opposite side of the road, in private grounds.

Hotels: Grand Central (garage); Great Northern, Wellington Street; Metropole, King Street; Queen's. Motor-repairs: Thomas Green & Son, Ld., North Street (garage); Rowland Winn, Woodhouse Lane.

Route 111. DONCASTER TO WETHERBY, BOROUGHBRIDGE, AND NORTHALLERTON

Miles from Northallerton		Miles from Doncaster	
63	DONCASTER. *Yorkshire.* Cross the Don.		
	Fork of roads, keep left. *Selby*, 19 m. ☞		Keep left at fork of roads. (Selby, nineteen miles right, see pp. 324-326.)
61¼	York Bar.	1¾	
	Fork of roads, keep right. *Barnsley*, 🚗 13¼ m.		Keep right at fork of roads. (Barnsley, thirteen and a quarter miles left, see pp. 370-371.)
58	Red House.	5	
	Fork of roads, keep right. *Bradford*, 🚗 28 m.		Keep right at fork of roads. (Bradford, twenty-eight miles left, see pp. 375-380.)

Miles from Northallerton		Miles from Doncaster	
56	Robin Hood's Well.	7	Old coaching hamlet, facing Skelbrooke Park and the spring associated with the legend of Robin Hood and the Bishop of Hereford, whom he is said to have robbed here and made to dance afterwards. In the diary of John Evelyn, under 1654, is an entry concerning this place, referring to how he "alighted to drink at a crystal spring, which they call Robin Hood's Well". The heavy and ugly pile of masonry over it was designed by Vanbrugh for the Earl of Carlisle, some fifty years later. It sadly qualifies the ancient joyous romance of the merry greenwood-tree.
55¼	Fork of roads, keep right. *Leeds*, 19¾ m.	7¾	Keep right at fork of roads. (Left to Leeds, nineteen and three quarters miles, see pp. 400-405.)
	D		Steep descent to Wentbridge.
52½	Went Bridge. Cross the Went.	10½	Village very picturesquely situated on the river Went.
	D		Steep rise.
50¾	Darrington.	12¼	The village is prettily situated. The church is an interesting building, of all styles from Transitional Norman to Perpendicular.
49	Cross-roads. *Pontefract*, 1½ m. *Snaith*, 12½ m.	14	
47¾	Ferrybridge.	15¼	Coal-mining and quarrying are now much in evidence here, but Ferrybridge has some history.

Miles from Northallerton		Miles from Doncaster	
			Here was fought the skirmish which preceded the Battle of Towton, 1461.
	Cross the Aire.		
47	"Fox" inn. Fork of roads, keep left.	16	Keep left at fork of roads.
46¾	Brotherton.	16¼	Here was born, June 1, 1300, "Thomas of Brotherton, son of Edward I.". (See p. 431.)
	Tadcaster, 11 m. ☞		
45¼	Fairburn.	17¾	
43¾	Cross-roads. *Selby*, 10 m. ☞	19¼	(See pp. 444-445.)
42¾	Fork of roads, keep right. *Leeds*, 🚂 10 m.	20¼	Keep right at fork of roads. (Left to Leeds, ten miles, see p. 445.)
41¼	Micklefield.	21¾	An elm avenue leads into Micklefield, a village in and about which coal-mining is much to the fore.
39½	Junctions of roads from Wakefield and from Castleford, on left.	23½	
			Long descent into Aberford.
38¾	Aberford.	24¼	Long, broad-streeted village of colliers and quarrymen.
			Long rise to Bramham Moor, and descent to Bramham.
36¼	Bramham Moor. *Leeds*, 🚂 10 m.	26¾	(See p. 235.)

Miles from Northallerton		Miles from Doncaster	
	York, 13 m. ☞		(See pp. 235-236.)
	DOWN		
35	Bramham.	28	
33	Cross-roads, *Boston Spa*, 1½ m. ☞ *Collingham*, ☜ 1¼ m. Cross the	30	(See pp. 432-433.)
	Wharfe.		
31	Wetherby. *Harrogate*, ☜ 8¾ m.	32	Small town, picturesquely situated on the river Wharfe.
30	Kirk Deighton. Fork of roads, keep right. *Knaresborough*, ☜ 6 m.	33	Keep right at fork of roads. (Left to Knaresborough, six miles, see pp. 442-443.)
28	WALSHFORD BRIDGE. Cross the	35	
	Nidd.		
25	Allerton Railway Station. LEVEL CROSSING.	38	Passing the level crossing, we come presently past Allerton Park on right, and then to the mysterious prehistoric mound on left, known variously as "Nineveh," or Claro Hill.
	York, 13½ m. ☞ *Harrogate*, ☜ 7¾ m.		(See pp. 446-449.)
19	Boroughbridge.	44	Small town, formerly important in the coaching and posting way. One mile east is the village of Aldborough, site of the Roman city of *Isurium*. It is a pretty and an interesting place, with a museum of
	Aldborough, 1 m. ☞		

Miles from Northallerton		Miles from Doncaster	
			Roman antiquities. *Isurium* was a city of even greater importance than *Eboracum:* York. To the west of the town, on the way to Roecliffe, are the three standing stones popularly known as the "Devil's Arrows". There were once four. The remaining three are respectively 22, 21½, and 16½ feet high.
	York, 17¾ m. ☞ *Ripon*, 🚂 6 m. Cross the		(See pp. 450-452.)
	Ure. *Easingwold*, 10 m. ☞ *Scotch Corner*, 🚂 27 m.		(See pp. 439-441.)
14¾	Dishforth.	48¼	
13	Asenby.	50	
	Cross the Swale.		
12½	Topcliffe.	50½	Slumberous old village. The prominently-situated church has been rebuilt, but contains a very fine brass to Thomas Topcliffe, 1365, and wife, 1391.
9	"Busby Stoop" inn.	54	Road rising to Topcliffe railway station, comes to the solitary "Busby Stoop" inn.
	Thirsk, 3 m. ☞ *Masham*, 🚂 11¼ m.		(See pp. 469 and 470-472.)

Miles from Northallerton		Miles from Doncaster	
8¼	Sand Hutton.	54¾	Village chiefly on right. The church was rebuilt 1840. Some picturesque fragments of the old building remain north of it.
6¼	Newsham. *Kirkby Wiske*, ☜ ¼ m.	56¾	Kirkby Wiske, situated on the little river Wiske, has a very fine Decorated church, with Perpendicular tower, and a good Norman south door. "Wiske" is the old Celtic "uisg," for "water"; whence is derived the name of "whisky".
4½	South Otterington.	58½	
3	North Otterington.	60	
	NORTHALLERTON.	63	(Described, p. 335.)

Route 112. CATTERICK BRIDGE TO RICHMOND, ASKRIGG, AND SEDBERGH

Miles from Sedbergh		Miles from Catterick Bridge	
43¾	CATTERICK BRIDGE. *Yorkshire.* Cross the Swale.		Crossing river Swale, turn left at cross-roads.
43½	Cross-roads. Turn left.	¼	
	Stockton-on-Tees, 20 m. ☞		(See pp. 428-429.)
	Darlington, 12 m., straight ahead.		(See pp. 441-442.)
	Bishop Auckland, 21¼ m., straight ahead.		
	Penrith, 53½ m., straight ahead, by Scotch Corner.		(See pp. 441 and 417-422.)

Miles from Sedbergh		Miles from Catterick Bridge	
43¼	Brompton-on-Swale. Cross the	½	
	Skeeby Beck. LEVEL CROSSING.		
41	Easby Abbey.	2¾	(Described, p. 427.) Sharp descent into Richmond.
40	Richmond.	3¾	

Pop. 3800. This little town, quiet and decayed from its ancient state, is one of the most picturesque places in England. Built upon a craggy height, rising from the river Swale, it is romantically dominated by the Norman keep of a castle which first arose about 1070, and was rebuilt, 1146, by Conan, fourth Earl of Richmond. "Rougemont," as it was first named, from the ruddy nature of its rock, was not only a place of great strength, but was also the centre of a large independent territory, still alluded to as "Richmondshire," and thus gave great importance to its ancient lords, of whom the most notable in English history was that Earl of Richmond who, in 1485, became Henry VII., and gave his royal palace at Shene, on the Thames, the name of "Richmond," in memory of this Yorkshire town, whence Richmond-on-Thames derives its style and title.

The place gives a title to the Gordon-Lennox family, Dukes of Richmond and Gordon, descended from Charles II. The castle suffers somewhat from being used as a military storehouse, and it would be a happy day that saw the War Office authority removed, and this highly-interesting relic of ancient military architecture placed under control of a properly qualified archæological society. The several floors of the splendid old keep are modern. The walls rise to a height of 100 feet and are 11 feet thick. The castle precincts are spacious, comprising an area of five acres, surrounded by curtain-walls and towers. The so-called "Robin Hood's Tower," on the left of the gateway, appears to be the oldest remaining portion of the fortress, dating from *c.* 1070. It contains the gloomy little Norman chapel of St. Nicholas, measuring 13 × 10 feet. The "Golden Tower" has a basement formerly used as a dungeon. The unroofed building adjoining, known as "Scolland's Hall," is contemporary with the keep, and was the great banqueting-hall of the castle.

The quaintness of the houses clustered in the sett-paved market-place is considerable, but pales before the oddity of the shops and houses embodied with Trinity church. Beyond the street called Frenchgate rises the tower of the Greyfriars monastery, a Perpendicular building, the only remaining fragment of a religious house that once occupied the site. The parish church stands outside the town near the railway station. It is Transitional-Norman, Decorated, and Perpendicular, but was largely rebuilt by Sir Gilbert Scott, 1860. The rich rood-screen, stalls, and the curiously-sculptured miserere seats were brought from Easby Abbey. They exhibit such humorous scenes as the sow playing the bagpipes to her litter, etc. The stall originally occupied by the abbot is now used by the Mayor of Richmond.

Hotel: Fleece.

Miles from Sedbergh		Miles from Catterick Bridge	
	Barnard Castle, by Kirkby Ravensworth, 13¾ m. ☞		
	Stockton-on-Tees, by Yarm, 24 m. ☞		(See pp. 427-429.)
	Stockton-on-Tees, by Darlington, 22½ m. ☞		(See pp. 429-430.)
			Leaving Richmond by Finkel Street, turn right and left and along the Reeth road. (The route from Richmond across the Swale Bridge and across the moors to Halfpenny House is two miles shorter, but very hilly.)
	Cross the Swale.		The road proceeds very pleasantly beside the Swale, which is crossed at one and a half mile, passing Downholme Park.
36	Fork of roads, keep left.	7¾	At fork of roads in four miles, keep left, road rising up a narrowish lane. (Reeth six and a half miles, right.)
	Gradient 1 in 9.		
	Reeth, 6½ m. ☞		

Miles from Sedbergh		Miles from Catterick Bridge	
35	*Downholme.*	8¾	Village on left.
34	Cross the Gill Beck.	9¾	
33¾	Turn sharp right.	10	Walburn Hall, on right, now a farm house, is an interesting Elizabethan mansion, surrounding a courtyard. It was held for Charles I. in the civil war.
	Cross the Gill Beck.		
33½	Turn sharp left.	10¼	
33¼	Cross the Gill Beck.	10½	
	 Gradient 1 in 10.		
32¾	"Halfpenny House" inn. Cross-roads. *Richmond,* 5¼ m.	11	Turn right at cross-roads at "Halfpenny House". (Left to Richmond, across Hipswell Moor, five and a quarter miles.)
32¼	Fork of roads, keep right. *Leyburn,* 2¼ m.	11½	Keep right at fork of roads. (Left to Leyburn, two and three-quarters miles, see pp. 416-417.) Road then proceeds across Bellerby and Leyburn Moors, and descends to Redmire, past the rocky eminence of Scarth Nick, commanding fine views down into Uredale and Wensleydale. Steepish descent.
	 Gradient 1 in 8.		
27	Redmire.	16¾	A maypole stands on the village green of Redmire. Here is a small Transitional Norman church. Redmire brings us into Wensley-
26½	*Bolton Castle,* ½ m.	17¼	

dale. It is a convenient point whence to approach Bolton Castle, which is reached by turning to right half a mile after leaving the village, whence it is a further half mile.

The grim hard-featured castle of Bolton is perhaps a better exemplar of a late fourteenth century military hold than the more picturesque ruins which largely occupy the attention of tourists. It is a stern forbidding ruin of grey stone, severely unornamental, and placed in a situation which, without being rugged, is bleak and exposed. Hard and ungracious, the stranger cannot help thinking, must have been the lives of its castellans. Yet the great Scrope family, who built and owned it, were among the richest and most powerful of their time, and Wardens of the West Marches. As such, Lord Scrope was given the custody of Mary, Queen of Scots, when she was first brought into England, 13th July, 1568. She remained a prisoner here, but with considerable state and a great degree of liberty, six months, and during that time made a desperate attempt to escape, while out hunting, from the clutch of the English Queen. The castle was then about 170 years old, having been begun *c.* 1379 and having occupied eighteen years in building. It was built by Richard, Lord Scrope, Lord Chancellor, and was calculated to stand the rudest assaults. Only at a much later date in its existence was Bolton Castle put to the proof, and it stood the test well enough, when Colonel Scrope and Colonel Chaytor held it for the King in 1645, being obliged at length to surrender in face of starvation, against which the strongest fortress is not proof.

A village of humble cottages crouches modestly round about this ruined stronghold of the Scropes, and emphasises its scale by their own insignificance. It is not so greatly ruined, only one of its four strong square towers being greatly battered; and some villagers live in rooms within, once occupied by those proud bygone Scropes. Close by is the chapel, formerly attached to the fortress, and now the parish church.

Miles from Sedbergh		Miles from Catterick Bridge
	Cross the Beldon Beck.	
23¾	Carperby.	20

Miles from Sedbergh		Miles from Catterick Bridge	
22¼	Woodhall.	21½	Wayside hamlet. In a further three-quarters of a mile Nappa Hall is seen on left. It was formerly the seat of the Metcalfe family, and dates from the fifteenth century. Sir Christopher Metcalfe was a great personage here in the sixteenth century, and entertained Mary, Queen of Scots, during her six months' detention at Bolton Castle.
	Gradient 1 in 10.		Steep descents to Askrigg.
19¾	Askrigg.	24	Quaint old market-town, roughly paved with setts and cobbles. The market seems to have altogether vanished, leaving the ancient cross as evidence of good faith in its existence in bygone days. The Decorated and Perpendicular clerestoried church was built partly of materials brought from the Abbey of Fors, which stood about one mile west of the town, and was relinquished so early as 1156 on the site being abandoned for that on which Jervaulx was built. Thus the workmanship in Askrigg church is curiously intermingled with stones sculptured in the late Norman style. In the churchyard is an epitaph reflecting obliquely upon the legal profession, Myles Anderson, who died 1746, aged 75, being described as an "honest lawyer". The prevailing tone of Askrigg is grey. Note the Old Hall, a curious galleried house, opposite the cross, dated 1678.

From the lofty fells to the north of Askrigg descend numerous little torrent-streams, locally "becks" or "gills," finding their way eventually into the river Ure. The scenery along these is often very charming, notably that on the Mill Gill, where two waterfalls, "Millgill Force" and "Whitfield Force," fall respectively 69 feet and 42 feet.

	Cross the Sargill Beck.	
	Fork of roads,	Keep right at fork of roads.

Miles from Sedbergh		Miles from Catterick Bridge	
	keep right.		(Left to Bainbridge, half a mile, described, p. 466.)
18¾	*Bainbridge*, ½ m.	25	
	UP		
15	Hardraw.	28¾	Wayside hamlet, with church built by the Earl of Wharncliffe, 1880. "Hardraw Force," the second-best waterfall in North-Eastern England ("High Force" at Middleton-in-Teesdale is the finest) is on right. It is situated in a beautiful wooded glen in private grounds, the property of the Earl of Wharncliffe. Keys obtainable at the inn. The "Force," or waterfall, plunges over the rugged lip of a "scar" or cliff, composed as to its lower part of black shale, a soft species of rock. The upper portion is of hard limestone. The actual waterfall is about 96 feet, and spouts so prominently over the projecting rock that it is easily possible to walk round the back of the descending column of water. The surrounding rocks rise to a height of 200 feet.
14¼	Junction of road from Hawes, on left. Keep straight on.	29½	Keep straight on past junction of road to Hawes, which lies one and a quarter miles left. Thence to Sedbergh, as pp. 467-468.
	SEDBERGH.	43¾	

Route 113. RICHMOND TO LEYBURN

Miles from Leyburn		Miles from Richmond	
10¼	RICHMOND. *Yorkshire.*		Richmond to fork of roads beyond "Halfpenny House," as pp. 411-413.
2¼	Fork of roads, keep left. *Redmire*, 5¼ m.	8	Keep left at fork of roads. (Right to Redmire, five and a quarter miles, see p. 413.)
	D DOWN *Gradient* 1 in 9. Sharp turn right.		Steep falls to Bellerby, with sharp turn to right, into village.
1½	Bellerby.	8¾	

Miles from Leyburn		Miles from Richmond	
	Cross-roads, keep left.		Leaving Bellerby, keep left at cross-roads. Steep descents and rises and finally a descent, to Leyburn.
1	Cross the Broomber Beck. D *Gradients* 1 in 8. LEYBURN.	9¼	
		10¼	Small, modern township, thronged on market-day, at other times infinitely dull. Town Hall built 1857, and church 1868.

Route 114. SCOTCH CORNER TO PENRITH

Miles from Penrith		Miles from Scotch Corner	
50	SCOTCH CORNER. *Yorkshire.* (*"Three Tuns" inn.*)		The long, straight stretch of road from Scotch Corner to Greta Bridge is lonely and of little interest. It is the Roman road to *Lavatrae*, which existed where Bowes now stands.
48½	Gatherley Moor. Cross-roads, keep straight on. *Melsonby*, 1¼ m. *Richmond*, 4½ m.	1½	
			(See p. 425.)
40½	GRETA BRIDGE. Cross the Greta.	9½	Greta Bridge marks the entrance to some of the loveliest scenery in Yorkshire. Here the little river Greta flows deeply down in its romantic glen, to join the Tees, a little less than two miles away, on the right. On the opposite side of the bridge stands the "Morritt Arms," an old coaching and post-

ing house. Rokeby Park, seat of the Morritt family, is on right. It encloses scenes of exceptional beauty, of river, woods, and rocks, where the Greta and the Tees meet. Sir Walter Scott first made acquaintance with Rokeby in 1809, visiting his friend Morritt, and described the park as "one of the most enviable places I have ever seen, as it unites the richness and luxuriance of English vegetation with the romantic variety of glen, torrent, and copse which dignifies our northern scenery". Perhaps this piece of rounded phrase-making is in its way as remarkable as the beauties of the place. Scott set the scene of his poem *Rokeby* here, and his friend Morritt appears half humorously to have dreaded the results, for he wrote "Should I, in consequence of your celebrity, be obliged to leave Rokeby from the influx of Cockney romancers, artists, illustrators, and sentimental tourists, I shall retreat to Ashiestiel or to your new cottage, and thus visit on you the sins of your writings". These incursions of appreciative tourists have now, a century since that letter was written, resulted in Rokeby Park being closed to the general pubiic.

Behind the "Morritt Arms" may be traced the earthworks of a small Roman camp.

Miles from Penrith		Miles from Scotch Corner	
			Road rises. Keep left at fork. (Right to Barnard Castle, three miles, see p. 424.)
40	Fork of roads, keep left. *Barnard Castle*, 3 m. ☞	10	
39½	Rokeby Church. Cross-roads, keep straight on. *Barnard Castle*, ☞ Gallow Hill.	10½	
34	Bowes.	16	The "*Lavatrae*" of the Romans, now a bleak, dreary village of sad-coloured stone box-like houses, the wofullest of unimaginative architecture. The place has a certain notoriety in connection with the "Yorkshire schools" scourged by Dickens in *Nicholas Nickleby*. The schoolhouse kept by Shaw, satirised as the "Dotheboys Hall" of Mr. Wackford Squeers, is still pointed out, but there were others,

all conducted on the same principles, which included "no extras, no holidays".

The scenery at Bowes is bare. On a hillside stands the castle keep, a Late Norman work. The church, practically rebuilt 1864, contains two fonts, one Saxon, the other Norman. In the churchyard is a monument to "Edwin and Emma," the hero and heroine of a ballad which tells how she died of grief for the death of her sweetheart. The register gives the actual facts and names: "Rodger Wrightson, junr., and Martha Railton, both of Bowes, buried in one grave. He died in a fever, and, upon the tolling of his passing-bell, she cry'd out, 'My heart is broke,' and in a few hours expired, purely through love. March 15, 1714-15."

Miles from Penrith		Miles from Scotch Corner	
	Barnard Castle, 4 m.		
	UP		
27	Roy Cross.	23	Road rises a long gradual incline over the wild, unenclosed Bowes Moor and Stainmoor, to Roy (or Rey) Cross, a rude stone pillar, fenced with an iron railing, by the wayside. It traditionally marks the place where two rival kings of the Picts, named Marius and Rodric, fought a battle, A.D. 73, after which Marius, having gained the victory, named the district to the west, "West-More-land". This, at anyrate, is the legend told—and probably invented—by Geoffrey of Monmouth.
			From this point the road descends a series of steep hills to Brough. This road, generally speaking, is far better now than a few years back, and although motorists are often warned against it, is not so bad as represented.
	Enter Westmoreland.		
	DOWN		

Miles from Penrith		Miles from Scotch Corner	
	Cross the Swindale Beck.		
21	Brough.	29	Small, remote town, amid the rugged fells that rise about the source of the river Lune. Its one great annual occasion is the considerable two-days' horse and cattle fair held here, September 30. Brough Castle, half a mile south of the town, was the site of the Roman station, *Veterae*. It grimly crests a hilltop. The site has yielded numerous articles of archæological interest. The church of Brough has also Greek and Roman inscribed stones.
	Kirkby Stephen, 4½ m.		
17¾	*Sedbergh*, 20 m.	32¼	
14¾	Coupland.	35¼	
	DOWN		Two short sharp descents into Bongate and Appleby.
12¾	Bongate.	37¼	
	DOWN		
12½	Appleby.	37½	Pop. 1764. Pleasant old market-town, of very small size, in spite of being the county-town of Westmoreland. It is situated delightfully in the levels, beside the water-meadows of the river Eden, with an amphitheatre of hills for a romantic background. At the crest of the main street, on a tree-clad hill, stands the castle, a building of Norman and Edwardian military architecture which suffered severely in the troubles of the seventeenth century, but was immediately restored and in large measure rebuilt by Anne, Countess Dowager of Pembroke, Dorset, and Montgomery, 1651, who made it her chief residence. The castle is partly inhabited as a private abode, but the ancient portions are generally to be seen. There are two churches in Appleby, St. Lawrence and St. Michael. In the former is the magnificent monument, with effigies, painted and gilded, of the Countess Ann, died 1671, and her mother.

The Norman door of St. Michael's church has a lintel formed from a Saxon tombstone.

Hotel: King's Head (garage).

Miles from Penrith		Miles from Scotch Corner	
	Cross the Eden. *Kendal*, 23 m. BATTLEBOROUGH HILL.		
10½	Fork of roads, keep left.	39½	Keep left at fork of roads. The road runs through a Roman camp at Crackenthorpe. Crackenthorpe Hall, seat of the Machell family, is chiefly of seventeenth century, but has some remains of fifteenth century.
8	Kirkby Thore. Cross a stream.	42	
6¼	Temple Sowerby. Cross the Eden.	43¾	
2½	Countess Pillar.	47½	The "Countess Pillar" is the name given to a tall stone pillar surmounted by a sundial, which stands on a grassy bank to right of the road. It was erected in 1656 by Ann, Countess Dowager of Pembroke, Dorset, and Montgomery, and bears armorial shields

Miles from Penrith		Miles from Scotch Corner	
			of her and her allied families. A flat stone at the foot of the pillar is used for the distribution annually on April 2 of the £4 she left for the poor of Brougham "for ever".
1	Brougham Castle.	49	The red ruined walls of Brougham Castle stand on the further bank of the river Eden.
	Cross the Eden.		Turn right, and cross river Eden. Over the entrance-gate of Brougham Castle is a stone inscribed "Thys made Roger". It refers to the building of the castle by Roger, first Lord Clifford. It was restored by the Countess Ann, 1652, but has long since again become roofless. Brougham Hall, adjoining, is the seat of Lord Brougham and Vaux.
	Turn right. EAMONT BRIDGE. Cross the Eamont.		Turn right and cross river Eamont.
	PENRITH.	50	(Described, pp. 61-62.)

ROUTE 115. RICHMOND TO BARNARD CASTLE

Miles from Barnard Castle		Miles from Richmond	
15	RICHMOND. *Yorkshire.*		Leaving Richmond by King Street, and up Queen's Road, and thence to right up the steep ascent of Pottergate, turn to left at the top and pass the Barracks.
14½	Fork of roads, keep left. *Darlington*, 11¼ m. ☞	½	Keep left at succeeding fork. (Right to Darlington, eleven and a quarter miles, see pp. 429-430.)
			Lengthy descent, passing Aske Hall, seat of Earl of Zetland, situated on the left, in its fine

Miles from Barnard Castle		Miles from Richmond	
			park. Here was born Robert Aske, who in 1536 led the rebellious "Pilgrimage of Grace". He was executed the following year.
11¾	Gilling.	3¼	Gilling, a considerable village, pleasantly situated on the Gilling Beck, is an ancient place, whose remote importance was such that it gave the title of "Gillingshire" to a wide surrounding area. The not very interesting church is Norman and Early English, and contains a stone-vaulted vestry and a huge mural slab with figures representing Sir Henry Boynton of Sedbury, died 1521, and his wife.
	Cross the Gilling Beck. Cross-roads, keep left. *Piercebridge*, 7½ m., straight on.		Crossing the Gilling Beck keep left at cross-roads. (Straight on to Piercebridge, seven and a half miles, see pp. 425-426.)
11¼	Fork of roads, keep right.	3¾	Keep right at fork of roads.
9½	Fork of roads, keep left.	5½	Long rise passing Hartforth Hall to the Roman road to Greta Bridge; reaching it, keep left at fork. Road goes in a short decline and rise, followed by a lengthy descent. Indifferent surface.
5¾	Junction of road from Kirkby Ravensworth, on left.	9¼	The ruined castle seen on a height away to left is that of Ravensworth, the ancient stronghold of the Fitzhughs.
	Cross a stream.		Crossing a stream, road surface improves to Greta Bridge.

Miles from Barnard Castle		Miles from Richmond	
3½	GRETA BRIDGE. Cross the Greta.	11½	
			Road rises past the "Morritt Arms" and lodge of Rokeby Park.
3	Fork of roads, keep right. *Bowes*, 6½ m.	12	Keep right at fork of roads. (Left to Bowes, six and a half miles, see pp. 417-418.)
1½	Fork of roads, keep right. ABBEY BRIDGE. Cross the Tees. *Eggleston Abbey*,	13½	Keep right at fork of roads and cross the river Tees by the Abbey Bridge (toll). Left to Eggleston Abbey and Startforth.
			Eggleston Abbey was an obscure Praemonstratensian house. The loveliness of its situation amid rocks, streams and woods s perhaps a greater recommendation than the size or quality of the ruins themselves, which form a scanty group in an upland meadow, amid farm buildings. The remains are chiefly those of the eastern wall of the choir, of late Norman and Early English character, and a portion of the south transept in the Decorated style. Some monastic tomb-slabs remain. The scene well merits the description by Sir Walter Scott :— *The reverend pile lay wild and waste, Profaned, dishonoured, and defaced.*
			Road rises steeply to Barnard Castle.
	BARNARD CASTLE.	15	(Described, p. 478.)

Route 116. RICHMOND TO BISHOP AUCKLAND

Miles from Bp. Auckland		Miles from Richmond	
21½	RICHMOND. *Yorkshire.*		Richmond to Gilling, as pp. 422-423.
18¼	Gilling. Cross the Gilling Beck. Cross-roads, keep straight on. *Barnard Castle*, 11¾ m.	3¼	Crossing the Gilling Beck, keep straight. (Left to Barnard Castle, eleven and three-quarters miles, see pp. 423-424.)
			Steep rise to Gatherley Moor.
17	Gatherley Moor. Cross-roads, keep straight on. *Scotch Corner*, 1½ m. *Greta Bridge*, 8 m.	4½	Keep straight on at cross-roads. (See p. 417.)
15¾	Melsonby.	5¾	Here is a fine Late Norman and Early English church.
14	Aldbrough. *Stanwick*, 1 m.	7½	Stanwick church is a fine Early English building, containing some mutilated effigies, considered to represent the extinct Catterick family. Here also is the altar-tomb, with alabaster effigies, of Sir Hugo Smithson, died 1670, and his wife, died 1691. Sir Hugo was a wealthy haberdasher of London who purchased Stanwick Park and a baronetcy. The property cost him £4000 and the title £1095. His son, Sir Hugh Smithson, married Lady Elizabeth Percy, 1740, and assumed the name of Percy, and eventually persuaded George III. to create him Earl, 1749, and then

Miles from Bp. Auckland		Miles from Richmond	
			Duke of Northumberland, 1766. Stanwick Park is a seat of the Duke of Northumberland.
13	"Lucy Cross" inn: Cross-roads, keep left. *Scotch Corner*, 4½ m. ☞	8½	Keep left at cross-roads at "Lucy Cross" inn. (Right to Scotch Corner, four and a half miles, see p. 442.)
12	CLIFFE BANK.	9½	Steepish descent to river Tees.
10¾	PIERCEBRIDGE. Cross the Tees. *Enter Durham.* Cross-roads. Turn right. *Barnard Castle*, 10½ m.	10¾	Crossing river Tees, and coming to cross-roads, turn right. (Left to Barnard Castle, ten and a half miles, see pp. 475-476.)
	Cross a stream. Turn left. *Darlington*, 4¼ m. ☞		Crossing a stream, turn left. (Right to Darlington, four and a quarter miles, see p. 475.)
10¼	LEVEL CROSSING. Piercebridge railway station. Cross-roads, keep straight on. *Darlington*, 5½ m. ☞ *Barnard Castle*, 12 m.	11¼	Keep straight on at cross-roads.
			Steep rise.
5¾	"Royal Oak" inn. Fork of roads, keep left.	15¾	Keep left at fork of roads.
4¾	BRUSSELTON FOLLY HILL.	16¾	The "Folly" is a tower on the hilltop, built by one of the Carr

Miles from Bp. Auckland		Miles from Richmond	
			family, formerly of St. Helen's Auckland Hall.
			Long increasingly steep descent.
4¼	Cross the	17¼	
	Humber Beck.		
	Turn right.		Turn right, into West Auckland.
	Barnard Castle, 11¼ m.		(Left to Barnard Castle, eleven and a quarter miles, see pp. 482-484.)
3½	West Auckland.	18	Thence to Bishop Auckland, as p. 484.
	BISHOP AUCKLAND.	21½	

Route 117. RICHMOND TO STOCKTON-ON-TEES, BY YARM.

Miles from Stockton-on-Tees		Miles from Richmond	
24	RICHMOND. *Yorkshire.*		Leaving the town out of market-place, and along King Street and Queen's Road, and right, up into Pottergate. Turn to right at the top and along the Terrace.
23	Easby Abbey.	1	The ruins of the Premonstratensian abbey, founded 1152, are situated charmingly amid scenes of woodland and water on the banks of the Swale. The church has almost wholly disappeared, but the east end, with a beautifully traceried Decorated window, remains. The domestic buildings, partly in ruins, are on an extensive scale. The gatehouse, adjoining the parish church, is a fine structure, Transitional Norman, and Decorated.
			Road goes in a long, easy descent.
21¾	Level Crossing.	2¼	

Miles from Stockton-on-Tees		Miles from Richmond	
	Cross the Skeeby Beck.		
20¾	Brompton-on-Swale.	3¼	
20½	Cross-roads, keep straight on.	3½	Keep straight on at cross-roads.
	Catterick Bridge, ¼ m. ☞ *Scotch Corner*, 🚲 3 m.		(See p. 441.)
18½	Scorton. Cross the Scorton Beck.	5½	
15¾	ATLEY HILL. Fork of roads, keep left.	8¼	Steepish descent. Keep left at fork of roads.
14¼	Fork of roads, keep right.	9¾	Keep right at fork of roads.
12½	Plantation House (on the Great North Road). *Darlington*, 🚲 6½ m.	11½	(See pp. 336-337.)
			Proceeding along the Great North road turn right in one mile.
11½	Turn sharp right.	12½	
11¼	High Entercommon.	12¾	
	Fork of roads. Turn sharp to left. *Great Smeaton*, ¾ m. ☞		Keep sharp to left out of the Great North road. (Right to Great Smeaton, three-quarters of a mile, see p. 336.)
9¼	STAINDALE BRIDGE.	14¾	

Miles from Stockton-on-Tees		Miles from Richmond	
	Cross the Staindale Stell.		
7¼	Cross-roads, keep left.	16¾	Keep left at cross-roads.
6¾	Worsall.	17¼	
4	Yarm.	20	Yarm to Stockton-on-Tees as pp. 627-628.
	STOCKTON-ON-TEES.	24	(Described, p. 628.)

Route 118. RICHMOND TO STOCKTON-ON-TEES

22½	RICHMOND. *Yorkshire.*		Leaving the town past the "King's Head" and up Pottergate.
	Cross-roads, keep right.		
20¾	Skeeby.	1¾	
			Long descent.
	Cross the Skeeby Beck.		
			Lengthy rise to cross-roads.
20	Cross-roads, keep left.	2½	Keep left at cross-roads.
	Catterick Bridge, 3¼ m. ☞		(See p. 441.)
19½	Scotch Corner. ("*Three Tuns*" *inn.*)	3	
	Fork of roads, keep right. *Bowes*, ☜ 16 m.		Keep right at fork of roads at Scotch Corner. (Left to Bowes, sixteen miles, see pp. 417-418.)
17	Barton.	5½	

Miles from Stockton-on-Tees		Miles from Richmond	
13½	Stapleton.	9	
13	BLACKWELL BRIDGE. Cross the Tees. *Enter Durham.*	9½	
11¼	Darlington. (*Market Place.*)	11¼	(Described, p. 337.)
	Barnard Castle, 16 m.		(See pp. 475-476.)
	Durham, 17¼ m.		(See pp. 337-340.)
9½	Haughton-le-Skerne.	13	
9	Great Burdon.	13½	
7½	Sadberge.	15	
5	Long Newton.	17½	Church, rebuilt 1857, contains monument of Marquis of Londonderry, died 1854. Monuments of Vane family.
3¼	Elton.	19¼	
1½	East Hartburn.	21	
	STOCKTON-ON-TEES.	22½	(Described, p. 628.)

ROUTE 119. FERRYBRIDGE TO TADCASTER

Miles from Tadcaster		Miles from Ferrybridge	
12	FERRY-BRIDGE. *Yorkshire.* Cross the Aire. "Fox" inn.		Crossing the river Aire, road rises long incline.
11¼	Fork of roads, keep right. *Aberford*, 8¼ m.	¾	Keep right at fork of roads. (Left to Aberford, eight and a quarter miles, see p. 407.)

Miles from Tadcaster		Miles from Ferrybridge	
11	Brotherton.	1	Here was born, 1300, "Thomas of Brotherton," a son of Edward I.
	Birkin, 3 m. ☞		At Birkin is an exceedingly interesting little Norman church, little altered except for the addition of a south aisle in the Late Decorated style and a Perpendicular upper stage to the tower. Monumental effigy, early fourteenth century, of a man, cross-legged, holding a heart in his hands.
9¾	Burton Salmon Railway Station.	2¼	
8¾	"Boot and Shoe" inn: Cross-roads.	3¼	
	Selby, 11½ m. ☞ *Leeds*, 🚂 9½ m.		(See pp. 444-445.)
7¼	South Milford.	4¾	
6	Sherburn.	6	Church is chiefly Norman. Steep rise at Sherburn. The country between Sherburn and Tadcaster is associated with the battle of Towton, fought in Towton Dale, beside the Cock Beck, on Palm Sunday, March 29, 1461, between the Yorkists and Lancastrians, in which the former were victorious. Towton was the bloodiest battle fought on English soil. Some 36,000 men are said to have been slain that day.
4½	Barkston Ash.	7½	
3½	🚂 *Saxton.*	8¼	
2½	Towton.	9½	Many of those slain in the battle of Towton were buried here.
	TADCASTER.	12	(Described, p. 236.)

Route 120. TADCASTER TO SKIPTON

Miles from Skipton		Miles from Tadcaster	
35	TADCASTER. *Yorkshire.*		Road descends smartly and then rises gently, proceeding along the course of river Wharfe.
33½	*Newton Kyme.* ☞	1½	On right is the park of Newton Kyme. Of the ancient castle little is left. Newton Hall, approached by a fine avenue, was formerly the seat of the Fairfax family.
	Level Crossing. Fork of roads, keep right.		Passing over a level crossing keep right at fork of roads. The road now approaches the Wharfe, which was anciently crossed here by "St. Helen's Ford". Near the rocky riverside is "St. Helen's Well". Road rises and falls easily to Boston Spa.
31¼	Boston Spa.	3¾	The village takes its name of "spa" from a saline spring discovered here, 1744. The pump-room and its baths have a considerable local repute, and the neighbourhood is pleasant and picturesque. "Jackdaw Crag" is a limestone cliff on the rugged and wooded sides of the Wharfe.
29¾	Cross-roads, keep straight on. *Aberford*, ☜ 5¾ m. *Wetherby*, 2 m. ☞	5¼	Keep straight on at cross-roads, road descending steeply. (See pp. 407-408.)

Miles from Skipton		Miles from Tadcaster	
28½	Collingham. *Wetherby*, 1½ m.	6½	
	Fork of roads, keep right. *Leeds*, 10 m.		Keep right at fork of roads past "Half Moon" inn in Collingham. (Left to Leeds, ten miles, see p. 234.)
			Road now rises steeply to "Traveller's Rest" inn.
26½	"Travellers' Rest" inn.	8½	The road here commands striking views over Wharfedale. The way now lies through a beautiful avenue, reaching nearly the whole distance to Harewood.
24	Harewood. Cross-roads, keep right. *Leeds*, 7½ m.	11	(Described, p. 230.) At cross-roads in Harewood, by the "Harewood Arms," keep right. (Left to Leeds, seven and a half miles, see pp. 229-230.)
			Steep descent, road bearing round to left, alongside the park wall.
22¾	Fork of roads, keep left. *Harrogate*, 6¼ m.	12¼	Keep left at fork of roads. (Right to Harrogate, six and a quarter miles, see pp. 230-231.)
20	Arthington.	15	
19	Cross-roads: keep straight on.	16	Keep straight on over cross-roads; schoolhouse on right.
18¼	Poole. Fork of roads, keep left. *Harrogate*, 8¾ m.	16¾	Bearing right through Poole, keep left at fork of roads in leaving. (Right to Harrogate, eight and three-quarters miles, see p. 270.)
			The road to Otley proceeds through charming scenery, at one point touching the river Wharfe, with Farnley Park, seat of the Fawkes family, standing on the hillside to the right.
	Fork of roads, keep right.		Keep to right at fork in entering Otley, where schools and a maypole are seen respectively on the left and in centre of the road.

Miles from Skipton		Miles from Tadcaster
15	Otley.	20

And in the middle of the town bear to right at cross-streets (very narrow) and proceed between two public-houses, the "Black Horse" on left and the "White Horse" on right, up into Westgate.

Pop. 9844. Otley is a manufacturing town, without the usual accompaniments of dirt and squalor associated with industries. It is a pleasant place, generally termed the "capital of Wharfedale". Here are woollen factories and worsted mills; and paper-mills and the making of the well-known "Wharfedale" printing machines are important businesses. The church is chiefly Decorated, with some remaining details of a former Transitional Norman building. Note some Saxon sculptured stones discovered during the restoration of 1867. Monuments include a series to the Fairfax family in south transept, notably Thomas, first Lord Fairfax of Denton, died 1640, grandfather of Fairfax, the celebrated Parliamentary general. Beneath the effigy of his wife we read :—

"*Here Leas frvtfulnes. Here Rachael bevty.*
Here lyeth Rebeccas faith. Here Sarah's dvty."

This was a very usual panegyric in those times. Versions of it are frequently found all over the country. Brass to the glory and long descents of the families of Lyndlay and Palmes, very curiously in the form of a genealogical tree, dated 1593. Monument in chancel to Walter Fawkes of Farnley Hall, died 1825, the early patron of Turner. Beside it is the effigy in a shroud of William Vavasour, early eighteenth century. Monument to one John Dineley, *c.* 1627, and a tablet to fifty-four navvies, killed in the making of Bramhope Tunnel.

Immediately south of Otley is the height of "Otley Chevin," almost overhanging the town. The name "Chevin" is considered to be a corruption of "Cefn," the Welsh word for "ridge".

Farnley Hall is one and a half miles north of Otley, across the Wharfe, which is spanned by an ancient and picturesque bridge. The mansion, dating from Elizabethan times, and largely added to in 1786, stands in an extensive and highly picturesque wooded park. By leave, previously obtained in writing, visitors are occasionally allowed to see the Turner pictures and drawings and the historical relics, which include the

swords which belonged to Cromwell, Ireton and Fairfax, and the hat worn by Cromwell at the Battle of Marston Moor.

Hotels: White Swan (garage); Royal White Horse (garage); Black Horse (garage). Motor-repairs: Othelia Motor Cycle Co., 17 Kirkgate.

Miles from Skipton		Miles from Tadcaster	
	Leeds, 10½ m.		
14¾	Fork of roads, keep right.	20¼	Leaving Otley, keep right at fork of roads in about a quarter of a mile. (Left to Bradford, nine and a half miles, see pp. 269-270.)
	Bradford, 9½ m.		
12¾	Burley-in-Wharfedale.	22¼	Large industrial village engaged in worsted-spinning. On the opposite side of the Wharfe is Weston Hall, an early seventeenth century mansion, in a park. The garden has an interesting old garden-house, "casino," or "gazebo," in three storeys—a curious and picturesque survival. The road proceeds along near the banks of the Wharfe, with Denton Hall and park on the right.
10¼	Ben Rhydding Railway Station.	24¾	Ben Rhydding railway station serves the large and important hydropathic establishment of that name, on the left.
9	Ilkley. (*Church.*)	26	Pop. 7455. Ilkley, or "Ilkley Wells" as it is often preferred locally to style the town, is a favourite inland watering-place, or "spa". It was known to the Romans, and was then styled *Olicana*. Very frequently referred to as the "Malvern of the North," it is to be remarked that Malvern does not return the compliment, and call itself the "Ilkley of the South". In this way the comparative importance of the two health resorts may in a measure be gauged. But there are very many who will prefer Ilkley, which possesses in the romantic Wharfe and its lovely valley an asset of a kind unknown at Malvern.

The town, which has grown very rapidly, stands by the riverside, below Rombald's Moor (1323 feet), on the way to which, on the hillside, stand the Old Well House, but its waters are not greatly taken nowadays; and although the town and neigh-

bourhood abound with "hydros," the bracing air of Ilkley is understood to be its chief recommendation. The church is chiefly Perpendicular, but greatly interfered with by "restoring" busybodies. The south entrance is, however, Early English. Monuments include cross-legged effigy of Sir Adam de Midleton, 1315. Elaborate carved oak pew in north aisle, dated 1633. In the churchyard, looking upon the road, are three early Saxon crosses, sculptured with the knot-work of that age, and bearing strange figures representing the Evangelists.

Hotels: Wells House Hotel (garage); Crescent Hotel (garage); Lister's Arms; Royal; Middelton. Motor-repairs: Heap, The Grove and Railway Street.

Miles from Skipton		Miles from Tadcaster	
			Leaving Ilkley, keep straight on past church and along the Addingham Road.
6½	"Junction" inn. Fork of roads, keep straight on. *Bolton Bridge*, 3½ m. ☞	28½	At "Junction" inn fork of roads keep straight on. (Right to Bolton Bridge, three and a half miles, see p. 437.)
	UP†		
6	Addingham.	29	Drive with caution along the long, narrow, and twisty road through Addingham.
	UP†		Road rises through Addingham. Keep to right at fork on leaving village, road continually rising.
	Fork of roads, keep right.		
	D UP†		Passing the Chelker reservoir, and through Draughton, where there is a DANGEROUS corner, road descends to Skipton.
3½	Draughton.	31½	
	SKIPTON.	35	(Described, pp. 383-384.)

Route 121. ILKLEY TO SKIPTON, BY BOLTON BRIDGE

Miles from Skipton		Miles from Ilkley	
12¾	ILKLEY. *Yorkshire.*		Ilkley to fork of roads at "Junction" inn. Keep right and again

Miles from Skipton		Miles from Ilkley	
10¼	"Junction" inn. Fork of roads, keep right. *Skipton, by Addingham,* 6½ m. straight on.	2½	to right in further one half mile, road rising and winding, with pleasant views away to right across river Wharfe.
10¾	Fork of roads, keep right.	2	
9¼	Fork of roads, keep right. D *Gradient* 1 in 8.	3½	Then again right at further fork, followed by a steep descent and a rise through Lob Wood. A steep and rough descent leads down towards Bolton Bridge, with final level stretch, the scenery becoming of a very beautiful and impressive character. The lofty hill prominent on right is Beamsley Beacon, 1314 feet, and away ahead rises Simon Seat, 1592 feet.
6¾	BOLTON BRIDGE. (*Devonshire Arms.*) *Bolton Abbey,* ¾ m.	6	Bolton Bridge is the most convenient approach to the ruins of the so-called "Abbey" (which was a priory), three-quarters of a mile right. Bolton Abbey is the great attraction for tourists at this spot. The ruins are not in themselves in the front rank for size or beauty, but are of considerable interest, and so placed in the midst of lovely and rugged scenery that they compose much better in most views than numerous other ruins of more importance. They stand on a strip of level meadowland beside the Wharfe, with a beautiful hilly background of woods. The woods and grounds are really the private demesne of Bolton Hall, a seat of the Duke of Devonshire, a modern castellated mansion near the west front of the "Abbey". Bolton Priory was founded 1153 by William FitzDuncan and his wife, who removed the Priory of Embsay, founded 1120 by their ancestors, to this spot. The legendary reason for this removal was the accidental drowning of their only son and heir in the Strid, the narrow and dangerous

gorge on the Wharfe, one and three-quarters of a mile north (described, p. 457). This fatal incident (which is not supported by any evidence) is the subject of Wordsworth's poem, the "Force of Prayer".

This religious house was dissolved in 1539, and its lands became the property of Henry Clifford, first Earl of Cumberland. The surviving buildings consist chiefly of the priory church, the nave of which was restored by the sixth Duke of Devonshire, to serve as the parish church. It is in the Early English and Decorated styles, with a Perpendicular west front, built, but not completed, by the last prior, 1520-1539. The choir and transepts are roofless ruins. They are in the Transitional Norman and Decorated styles. It is the lofty eastern gable of the choir which forms the principal feature in views of this lovely spot. The tall cross in the churchyard is in memory of Lord Frederick Cavendish, murdered in the Phœnix Park, Dublin, May 6, 1882.

Miles from Skipton		Miles from Ilkley	
	Fork of roads, at "Devonshire Arms". Keep left. *Gradients* 1 in 9.		Keeping to left at fork of roads at "Devonshire Arms," Bolton Bridge, road rises and descends to Long Causeway, thence steeply rising.
4¾	Long Causeway.	8	
3¾	Four Lane Ends. Fork of roads, keep left. D *Gradients* 1 in 8.	9	Keep left at fork of roads at Four Lane Ends, where keep straight on, road descending steeply and crossing railway. Then a long steep ascent, and two DANGEROUS bends where the road narrows.
2	Skibeden	10¾	
	SKIPTON.	12¾	(Described, pp. 383-384.)

Route 122. BOROUGHBRIDGE TO DARLINGTON, BY LEEMING LANE

Miles from Darlington		Miles from Boroughbridge	
35¼	BOROUGH-BRIDGE. *Yorkshire.* Cross the		
	Ure.		Crossing the river Ure, keep left at fork of roads by the "Grantham Arms". (Right to Northallerton, eighteen and three-quarters miles, see pp. 408-410.)
	Fork of roads, keep left. *Northallerton,* 18¾ m. ☞.		
			Road rises steeply to Kirkby Hill, and proceeds straight ahead.
34¼	Kirkby Hill.	1	It is a road of monotonous straightness, and is rather lonely, but the gradients are easy and the surface is good. It is well known as "Leeming Lane," and is the ancient Roman road which ran between *Isurium* (Aldborough) and *Cataractonium* (Catterick).
	Fork of roads, Keep right. *Ripon,* 5 m.		Keep right at fork of roads. (Left to Ripon, five miles, see p. 452.)
29	Baldersby Gate. Cross-roads, keep straight on. *Ripon,* 4 m. *Thirsk,* 6¾ m. ☞	6¼	(See pp. 469-470.)
28	York House Farm.	7¼	
27¾	Level Crossing.	7½	
25¾	Sinderby Railway Station.	9½	
23¾	Ealam Bridge. Cross the	11½	
	Ealam.		

Miles from Darlington		Miles from Boroughbridge	
21	Londonderry.	14¼	Small wayside hamlet.
20	Leeming.	15¼	
			Short but steepish drop to the Bedale Beck, with following rise.
	Cross the		
	Bedale Beck.		
18¾	Leeming Bar. Railway Station. LEVEL CROSSING. *Northallerton*, 6 m. ☞ *Bedale*, ☜ 2 m.	16½	(See pp. 472-473.)
			Gentle incline to Leazes Hall.
18	Leazes Hall.	17¼	
			Gradual descent to Little Holtby.
17½	Little Holtby.	17¾	
17	HOLTBY BANK.	18¼	
			Steep rise.
15	KILLERBY BANK.	20¼	
			Steepish rise, followed by gentle descent to Catterick.
13	Catterick.	22¼	

This decayed village, once of considerable importance, particularly in the old coaching and posting days, is of a very remote antiquity. It is the *Cataractonium* of the Roman itineraries. The origin of the name, which seems to hint at the situation near some waterfall or cataract, is mysterious, for no such fall exists anywhere in the vicinity. It has been very reasonably suggested that the "cataract" was a weir constructed on the Swale for the defence of the station. The exact site of the Roman station was at Thornbrough, about a quarter of a mile left of the road at Catterick Bridge on the south bank of the Swale. The church is of the Perpendicular period. Mutilated recumbent effigy, fourteenth century, representing Sir Walter de Urswick. Ancient font with armorial shields and the inscription, "Clar fon," *i.e.* "clear fountain,"

round the shaft. Brasses of the de Burgh family, fifteenth century. Here lies Captain Richard Braithwaite, who died 1673. He wrote the versical "Drunken Barnaby's Four Journeys," which are by no means so good as commonly reported, being alike dull and indecent.

Miles from Darlington		Miles from Boroughbridge	
12	CATTERICK BRIDGE. Cross the Swale.	23¼	The Swale is crossed by a bridge of four arches, originally built 1422-25, but since widened.
	Cross-roads. *Richmond*, 3½ m. *Stockton-on-Tees*, 20¼ m.		(See pp. 427-429.)
11½	LEVEL CROSSING.	23¾	
10½	*Richmond*, 3 m.	24¾	(See pp. 410-411.)
8¼	Scotch Corner. ("*Three Tuns*" *inn.*)	27	
7¼	Fork of roads, keep right. *Penrith*, 50 m.	28	Keep right at fork of roads. (Left to Penrith, 50 miles, see pp. 417-422.)
	WATERSPLASH.		Gradual decline to Barton.
5¾	Barton.	29½	Village grouped around a picturesque green. Barton Hall is a quaint old mansion. Here is a modern church. Near by are the ivied ruins of the chapel of St. Cuthbert.
2¼	Stapleton.	33	Smart descent to river Tees.
1¾	BLACKWELL BRIDGE. Cross the Tees.	33½	

Miles from Darlington		Miles from Boroughbridge	
	Gradient 1 in 9. Turn left. DARLING-TON.	$35\frac{1}{4}$	Steep rise from river to junction with Great North Road. (Described, p. 337.)

Route 123. SCOTCH CORNER TO BISHOP AUCKLAND

Miles from Bishop Auckland		Miles from Scotch Corner	
$17\frac{1}{2}$	"SCOTCH CORNER." *Yorkshire.* ("*Three Tuns*" *inn.*)		Taking the middle of three roads from Scotch Corner, keep straight ahead.
$16\frac{1}{2}$	Fork of roads, keep left. *Darlington*, $7\frac{1}{4}$ m. ☞	1	Keep left at fork of roads in one mile. (Right to Darlington, seven and a quarter miles, see pp. 441-442.)
$15\frac{1}{2}$	Fork of roads, keep left.	2	Keep left at fork of roads, and in a little further descend the long winding hill of Low Hang Bank, which is followed by an easy ascent.
$15\frac{1}{4}$	Low Hang Bank.	$2\frac{1}{4}$	
13	"Lucy Cross" inn. *Richmond*, 8½ m.	$4\frac{1}{2}$	(See pp. 425-426.)
	BISHOP AUCKLAND.	$17\frac{1}{2}$	Thence to Bishop Auckland, as pp. 426-427 and 484.

Route 124. WETHERBY TO KNARESBOROUGH, RIPLEY, AND PATELEY BRIDGE

Miles from Pateley Bridge		Miles from Wetherby	
$22\frac{1}{2}$	WETHERBY. *Yorkshire.*		Proceeeding northward along the Great North Road to fork in one and a quarter mile, keep left. (Right to Boroughbridge, ten and three-quarters miles, see p. 408.)
$21\frac{1}{4}$	Fork of roads, keep left. *Boroughbridge*, $10\frac{3}{4}$ m. ☞	$1\frac{1}{4}$	

Miles from Pateley Bridge		Miles from Wetherby	
21	Kirk Deighton.	1½	
19¾	North Deighton.	2¾	
18¼	Little Ribston.	4¼	
15	Knaresborough.	7½	(Described, p. 448.)
	York, 18¼ m. ☞ *Harrogate*, 🚂 3 m.		(See pp. 446-449.)
	DOWN Turn left. Turn right.		Steep descent of High Street, leaving Knaresborough. Turn left at foot and then right, road rising short steep pitch.
	UP†		Nidd Bridge railway station and level crossing are then reached, along a pleasant undulating road, in three and a quarter miles.
11½	Nidd Bridge Railway Station. Level Crossing.	11	
10¼	Ripley. *Harrogate*, 🚂 3½ m. *Ripon*, 7½ m. ☞ Fork of roads, keep left.	12¼	(Described, p. 232.) (See pp. 231-232.) Keeping left at fork of roads out of Ripley, and passing the beautiful park of Ripley Castle, which stretches on left of road,
8¾	Bedlam.	13¾	the way goes easily through Bedlam to Summer Bridge, more or less parallel with river Nidd.
3½	Summer Bridge. *Dacre Banks.* 🚂 *Brimham Rocks*, 2 m. ☞	19	Hamlet on river Nidd. Dacre railway station and the flax-spinning village of Dacre Banks are on left. On right, two miles, are the remarkable piles, stacks, and fantastic pinnacles of iron-hard millstone-grit, known as "Brimham Rocks," situated on a lofty moorland, 950 feet above sea-level. It is a weird, eerie spot; exploited nowadays by local

folk of the showman order, a fee being charged for admission to the wild moorland on which these freaks are found. They were formed by the action of the elements during uncounted ages; Nature in her varied manifestations having worked to the rather pitiful end of supplying inquisitive strangers with a curious peep-show, and guides with sixpences. All manner of strange resemblances are found in these rocks. Thus we see the "Dancing Bear"; the "Lamb"; the "Idol"; the "Frog"; the "Pulpit," etc., while rocking-stones, which rock quite easily to the touch, and a so-called "Druid's Cave" are not lacking.

Miles from Pateley Bridge		Miles from Wetherby	
1¼	*Ripon.* 9¾ m.	21¼	(See pp. 452-455.)
	PATELEY BRIDGE.	22½	Pop. 3397. Pateley Bridge is a pleasant and exceedingly picturesque place, the capital of Nidderdale. The old church is in ruins, on an extraordinarily steep height on right. A modern church stands not far distant from the bridge across the river Nidd. The local industry is flax-spinning.

Route 125. SELBY TO LEEDS

Miles from Leeds		Miles from Selby	
21	SELBY. *Yorkshire.* (*Market Place.*)		Leaving Selby by Market Place and thence by Cowthorpe, keep right at fork of roads. (Left to Askerne, twelve miles, see pp. 325-326.)
20½	Cowthorpe. Fork of roads, keep right. *Askerne,* 12 m.	½	
18½	Thorpe Willoughby.	2½	
17	Hambleton.	4	
14	Monk Fryston.	7	

Miles from Leeds		Miles from Selby	
11	Fork of roads, keep left. *Micklefield Railway Station*, 1 m. ☞	10	Keep left at fork of roads. (Right to Micklefield railway station, one mile.)
9½	Cross-roads. "Boot and Shoe" inn. *Ferrybridge*, 3¼ m. *Tadcaster*, 8¾ m. ☞	11½	(See pp. 430-431.)
7½	Cross-roads. *Castleford*, 3 m. *Aberford*, 3¼ m. ☞	13½	
6¼	West Garforth.	14¾	
5¾	Cross-roads. *Wakefield*, 8½ m. *Aberford*, 4½ m. ☞	15¼	(See pp. 391-392.)
3¾	Whitkirk.	17¼	Approaching Whitkirk, on right is Ansthorpe Lodge, where Smeaton the engineer, designer of Eddystone lighthouse, was born, 1724. He died here 1792, and is buried in Whitkirk church. The Perpendicular church contains some ancient monuments, in addition to the memorial to Smeaton.
3	Halton.	18	On left, in its park, is the seventeenth century mansion of Temple Newsam. Long descent.
	DOWN		
2	Killingbeck.	19	
	LEEDS. (*Briggate.*)	21	

Route 126. SELBY TO TADCASTER

Miles from Tadcaster		Miles from Selby	
13½	SELBY. *Yorkshire.* (*Market Place.*)		Turn left out of Market Place.
10½	Wistow.	3	
8½	Cawood.	5	Quaint old waterside town, on river Ouse. Teazles have long been grown in the level fields of this district. Here was a palace of the Archbishops of York. It was the scene of Wolsey's arrest. The old Perpendicular gatehouse remains. The church is Early English.
6¾	Ryther.	6¾	
4	Ulleskelf.	9½	Leaving Ulleskelf, Grimston Park is on right.
	LEVEL CROSSING.		
2	Cross-roads, keep right.	11½	
	Ferrybridge, 10 m.		(See pp. 430-431.)
	TADCASTER.	13½	(Described, p. 236.)

Route 127. YORK TO KNARESBOROUGH AND HARROGATE

Miles from Harrogate		Miles from York	
21¼	YORK. *Yorkshire.*		York to Green Hammerton fork of roads, keep sharp to left. (Right to Ripon, thirteen and three-quarters miles, see pp. 451-452.)
11¼	Green Hammerton. Fork of roads, keep left. *Ripon*, 13¾ m.	10	
	UP		Road rises gently and proceeds over Allerton Moor.
8¼	*Allerton Mauleverer.*	13	The beautiful and extensive park of Allerton is on right. The mansion, seat of Lord Mowbray, Se-

Miles from Harrogate		Miles from York	
			grave and Stourton, was built, 1852. The church of Allerton Mauleverer, rebuilt in eighteenth century, contains some remains of Perpendicular period. Here are some ancient battered monumental effigies of the extinct Mauleverers, two of them carved in oak. Brass: Sir John Mauleverer, 1400, and wife.
7¾	Turn right. *Wetherby*, 5¾ m.	13½	Turn right. (Left to Wetherby, five and three-quarters miles, see p. 408.)
7¼	Fork of roads, keep left. *Boroughbridge*, 5 m.	14	Keep left at fork of roads. (Right to Boroughbridge, five miles, see p. 408.)
6½	Flaxby. DOWN LEVEL CROSSING.	14¾	
6¼	Fork of roads, keep right. *Goldsborough*, ¾ m.	15	Keep right at fork of roads.
			At Goldsborough is a fine Elizabethan hall. The church is chiefly Early English and Decorated. Monuments include two thirteenth century mailed cross-legged effigies, and an altar-tomb, all to members of the ancient Goldesborough family.
	Ribston Hall, 2¼ m.		One and a half miles beyond is Ribston Hall, formerly the seat of the Goodricke family. The gardens and grounds, together with the chapel, are open on Tuesdays. Here was raised the first "Ribston Pippin" apple, grown from pips introduced from Normandy, 1709. The original tree, now very decrepit, is still alive.
	UP†		

Miles from Harrogate		Miles from York	
4¼	Junction of road from Wetherby, on left.	17	
3	Knaresborough.	18¼	Pop. 5315. *I.e.* "Knar's burgh," the "town on the rock". Ancient town picturesquely situated on, and beneath, the limetone cliffs, between which runs the river Nidd. The castle, whose ruins include some dungeons, stands in a commanding position. It was "slighted" by the Parliament in 1648, after the siege of 1644. The church, a large and important structure, ranging in style from Early English to Perpendicular, figures boldly in all views of the town. Its tower served the inhabitants of Knaresborough as a place of refuge when the filibustering Scots swarmed into Yorkshire in the spring of 1318. The raiders lit a huge fire at its foot, hoping to destroy it, together with those who had sought safety there; but it stood, comparatively unharmed, although its walls bear the red marks of the fire to this day. Here are numerous monuments of the Slingsbys, including one to the Sir William Slingsby who discovered the medicinal springs of Harrogate in 1596.

"St. Robert's Chapel" is an ancient oratory hollowed out of the limestone cliff, on the face of which is sculptured in relief the gigantic figure of a man drawing a sword. A window, showing Perpendicular feeling, dimly lights the interior, in which the old altar may be traced. Numerous dwellings, wholly or in part scooped out of the rock, are found in Knaresborough. At a distance of one mile below the town is the cave of St. Robert of Knaresborough, a hermit of the late twelfth and early thirteenth centuries. (He died, *c.* 1218.) This is better known nowadays as "Eugene Aram's Cave," from the murder here of one Daniel Clarke, 7th February, 1745, by Eugene Aram and another. They buried his body in the floor of the cave, where the bones were discovered by accident, some fourteen years later. The remarkable story of Eugene Aram, who was tried and executed at York for this crime in 1759, is well known. The "Dropping Well," a petrifying spring which issues from the limestone cliff, is situated up-river, opposite the Castle. The projecting rock wears the appearance of a huge shaggy head. "Mother Shipton," the famous prophetess, of doubtful authenticity, is said to have been born near here, at close of fifteenth century.

Hotels: Crown (garage); Elephant and Castle.

Miles from Harrogate		Miles from York	
	Ripley, 4¾ m.		
	Turn left. Cross the		At foot of High Street, leaving Knaresborough, turn left to steep descent, and to the crossing of river Nidd by a lofty bridge.
	Nidd.		
			Long incline and descent to level crossing at Starbeck railway station. At Starbeck is a spa, with chalybeate and sulphurous waters.
1½	Starbeck Railway Station. LEVEL CROSSING.	19¾	
			Long incline to Harrogate.
	HARROGATE.	21¼	(Described, p. 231.)

ROUTE 128. HARROGATE TO BOLTON BRIDGE

Miles from Bolton Bridge		Miles from Harrogate	
16	HARROGATE. *Yorkshire Gas Works.*		Leaving Harrogate by Parliament Street and the Ripon road, turn left at the gas works.
15	Cross-roads, turn left.	1	
			Proceeding straight ahead, road rises long incline, then undulates.
12¾	Cross-roads, keep straight on.	3¼	Keep straight on, over cross-roads.
9¼	"Catch'em Corner" inn.	6¾	
	Fewston, 1¼ m.		Pretty village beside the huge Swinsty reservoir of the Leeds water supply.
	D *Gradients* 1 in 8.		
7	Blubberhouses.	9	Long steep descent to Blubberhouses.
1¾	Hazlewood.	14¼	
			Steep rises and descents over Blubberhouse Moor. Steep final

Miles from Bolton Bridge		Miles from Harrogate	
			descent to Bolton Bridge, past the old Beamsley Hospital, an almshouse founded in time of Queen Elizabeth for old women by Margaret Clifford, Countess of Cumberland.
	BOLTON BRIDGE.	16	

Route 129. YORK TO RIPON.

Miles from Ripon		Miles from York	
23¾	YORK. *Yorkshire.* *Ousegate.* Cross the Ouse.		Starting from Ousegate, cross river Ouse, keep straight ahead, along Micklegate and through Micklegate Bar, one of the ancient fortified gateways in the city wall. Thence straight on along Blossom Street and turn right, into Holgate Lane.
22¾	Holgate. Fork of roads, keep right. *Wetherby,* 12 m. 	1	Keep right at fork of roads in Holgate, beside "Fox" inn. (Left to Wetherby, twelve miles.) Road rises easily, and then proceeds level for nearly eight miles, passing successively three railway stations. Away on left of Marston station, the third of these, is the battlefield of Marston Moor.
17¾	*Marston Moor,* 2 m.	6	The level pastures now enclosing the plain of Marston Moor were not in existence when the great battle was fought, July 2, 1644, which was one of the most hotly-contested and bloodiest in English history. The fortunes of this great fight between the Royalists, under the Marquis of Newcastle and Prince Rupert, and the Parliamentary forces commanded by Fairfax, the Earl of Leven, and the Earl of Manchester, varied greatly during the

struggle, but the Royalists were eventually utterly defeated. This disaster marked a general decline in the Royalist fortunes. This was one of Cromwell's early battles, but he took only a subordinate part in it. Yet he wrote, rather unctuously, "God made them as stubble to our swords". His nephew was slain here. The village of Long Marston is one mile distant.

Miles from Ripon		Miles from York	
15¼	Cross the Nidd.	8½	Passing another railway station the river Nidd is crossed. Slight rise.
13¾	Green Hammerton.	10	Pleasant rustic village, noted as a posting-station in the old days of the road.
	Harrogate, 11¼ m.		Keep straight on through village. (Left to Harrogate, eleven and a quarter miles, see pp. 446-449.)
	Whixley.		Pleasant village. Large Decorated church, added to by Sir Gilbert Scott. The Hall adjoins the churchyard. It was bequeathed by the last of the Tancreds of Whixley, 1754, as an almshouse for "twelve decayed gentlemen". Christopher Tancred, this charitable person, was an eccentric, who desired that his body should not be buried beneath ground. It was accordingly placed upright in the cellar of the Hall, under the chapel, within one of the walls. It was afterwards removed to the chapel, and is now in a sarcophagus in the church. The "decayed gentlemen" did not live happily together, and have been removed from the picturesque old red-brick Hall to separate residences.
11¼	Little Ouseburn.	12½	Here is a small Norman and later church.

Miles from Ripon		Miles from York	
6	Boroughbridge.	17¾	(Described, p. 408.)
	Wetherby, 12 m. *Topcliffe*, 6½ m. *Knaresborough*, 7 m.		(See pp. 408-409.)
	Cross the Ure.		Leaving Boroughbridge, turn to right, past "Crown" hotel and cross river Ure. After crossing river, keep left, and then right, passing under railway bridge.
	Keep left. Keep right.		
5	KIRKBY HILL.	18¾	
	Fork of roads, keep left. *Catterick Bridge*, 22¼ m.		Keep left at fork of roads. (Right to Catterick Bridge, twenty-two and a quarter miles, see pp. 439-441.)
			Easy incline, and similar descent, road commanding very beautiful views down upon the valley of the Ure and the clustered houses of Ripon, the Cathedral rising picturesquely amid them.
1¼	Cross the Ure.	22½	
¾	Bondgate.	23	
	RIPON.	23¾	(Described, pp. 232-234.)

ROUTE 130. RIPON TO PATELEY BRIDGE

Miles from Pateley Bridge		Miles from Ripon	
11	RIPON. *Yorkshire.*		Proceeding from the west front of the Cathedral, and by Westgate, descend Park Street to crossing of river Laver. Road then rises long ascent, and falls to park-gates of Studley Royal, seat of Marquis of Ripon.
	Cross the Laver.		

Miles from Pateley Bridge		Miles from Ripon
8¾	Studley Royal Park Gates.	2¼
	Fountains Abbey.	

Fountains Abbey is visited through the park, in this direction, or along next turning to left.

The noble park of Studley Royal is daily open to the public. In its south-eastern corner, romantically situated beside the river Skell in a narrow, wooded vale, are the lovely ruins of the noble Abbey of Fountains, one of the finest among the ruined abbeys of England.

The approach through the park is one of extreme beauty, by way of a long and stately avenue of limes, towards whose extremity the spire of the modern church, built by Lady Ripon in 1871, is seen. The lime avenue is succeeded by one of beeches, which leads to the river Skell. The park is divided into the avenue and wild woodland portions, and the pleasure-grounds, the entrance to which is guarded by lodges. These grounds were laid out about 1720, by Mr. Aislabie of Studley Royal manor-house, in the formal style then fashionable. His terraces, ponds, and statuary, his "Temple of Piety," vistas and clipped hedges, remain, but all considerably chastened out of their original starkness by the kindly tints and weatherings of nature.

Beside the Skell is "Robin Hood's Well," traditionally the spot where Robin met the "curtall friar," and fought with him until the friar threw Robin into the river.

The Abbey of Fountains was founded in poverty and distress in 1132, in what was then a savage, rocky seclusion beside the Skell. It was named "Fontes" from the numerous springs which here well out of the ground. The monastery afterwards became one of the wealthiest in England, and its Abbey church and great ranges of domestic buildings among the most extensive. Fountains was dissolved, together with other religious houses, in reign of Henry VIII., and the abbey, together with most of its landed properties, was sold to Sir Richard Gresham in 1540. The last abbot but one, William Thirsk, resigned in 1536. He was afterwards concerned in the rebellion known as the "Pilgrimage of Grace," 1537, and was hanged at Tyburn, together with the Abbot of Jervaulx and others.

Fountains was sold by the Greshams in 1597 to Sir Stephen Procter, who demolished the monks' infirmary in order to provide the materials for building Fountains Hall. The property then passed through several hands, and was purchased by Mr.

Aislabie, of the adjoining Studley Royal, in 1768. The combined properties eventually came by bequest into the Robinson family in 1845 in the person of Earl de Grey. He was succeeded in the earldom, 1859, by his nephew, G. F. S. Robinson, created, 1871, Marquis of Ripon.

The ruins of the Abbey church, very stately and extensive, are in the Transitional Norman and Early English styles for the most part, and are in a markedly complete, although roofless, condition. They exhibit the almost severe restraint placed upon architectural adornment by the Cistercian Order; yet we perceive, in the lofty tower, 168 feet 6 inches high (which occupies an unusual place at the extremity of the north transept), the inevitable change in ideals which comes at last to all religious bodies which amass wealth. The Cistercians' original abbeys were without towers: the Order regarded them as vain and useless extravagances, and here also the plan of the church did not include such a feature. When the corporate pride of Fountains appeared, about 1490, to require the embellishment of a tower, it was accordingly built—1494-1526—in this singular position. It was the last work undertaken. In another ten years the Abbey itself was dissolved.

Miles from Pateley Bridge		Miles from Ripon	
	D		Incline of one mile, followed by increasingly steep descent to Grantley Bridge.
	GRANTLEY BRIDGE.		On right is Grantley Hall, seat of Sir Christopher Furness.
6¼	Cross the Skell.	4¾	
			Steep climb, winding freely, to "Blackamoor" inn. Keep right at fork of roads.
5½	"Blackamoor" inn. Fork of roads, keep right.	5½	
			Road continues rising.
3¼	*Brimham Rocks.* 1½ m. ☞	7¾	(Brimham Rocks are described, pp. 443-444.)
			Steep descent.

Miles from Pateley Bridge		Miles from Ripon	
	Cross a stream.		
			Steep rise, then falling to cross-roads, where keep left. (Right to Knaresborough, thirteen and three-quarters miles right, see pp. 443-444.)
1¼	Cross-roads, keep left. *Knaresborough*, 13¾ m. ☞	9¾	
			Steep descent to Pateley Bridge.
	PATELEY BRIDGE.	11	(Described, p. 444.)

Route 131. PATELEY BRIDGE TO GRASSINGTON

Miles from Grassington		Miles from Pateley Bridge	
11	PATELEY BRIDGE. *Yorkshire.*		Pateley Bridge to fork of roads past "Pheasant" inn, as p. 456. (Keep right, left to Barden Bridge, 5 miles, see p. 456.)
4¾	Fork of roads, keep right. *Barden Bridge*, ☜ 5¼ m.	6¼	
			Road descends steeply and roughly to crossing of river Dibb.
	Cross the Dibb.		
	Cross the Hebden Beck.		Narrow lanes, and some steep pitches.
1¾	Hebden. GRASSINGTON.	9¼ 11	

Route 132. PATELEY BRIDGE TO SKIPTON

Miles from Skipton		Miles from Pateley Bridge	
21¾	PATELEY BRIDGE. *Yorkshire.* Cross the Nidd. Greenhow Hill. *Blubberhouses,* 7 m.		
17¾	Keld Houses.	4	Crossing river Nidd, and passing railway station, keep straight on, very steeply uphill, among the plentiful evidences of an old-established lead-mining industry and its smelteries scattered across Bewerley Moor, to Keld Houses. In a further mile, and on left of road, are Stump Cross Caves, limestone caverns, rich in stalactites, said to penetrate about one mile into the rocks.
16	"Pheasant" inn.	5¼	
15½	Fork of roads, keep left.	6¼	Keep left at fork of roads beyond "Pheasant" inn, road growing very stony and rough.
14¾	Keep left. *Gradient* 1 in 9.	7	Keep left, road growing steep.
13¼	Fork of roads, keep right.	8½	Steep and DANGEROUS descent.
13	Keep right. *Burnsall,* 2½ m. *Gradient* 1 in 7.	8¾	Increasingly steep descent, to Barden Bridge, down the romantic glen of the Wharfe. Crossing the bridge, the river Wharfe foaming amidst the boulders, the grey old stone building of Barden Tower is seen, with the rocks and the heathery hills all about it. The building is now a ruin, but part of it is converted into a farm-house. The
10½	BARDEN BRIDGE. Cross the Wharfe. *Barden Tower.*	11¼	

Miles from Skipton		Miles from Pateley Bridge	
	The Strid, 1 m.		tower has a historic and romantic interest, having been the chosen home of the "Shepherd Lord," Lord Clifford, whose early misfortunes and wanderings implanted in him a love of wild and solitary places; so that, when restored to title and estates, about 1485, he resided here for choice, and here pursued the study of astronomy and alchemy. He died 1523. Barden Tower was restored by his descendant, the Lady Anne Clifford, Countess of Pembroke, Dorset, and Montgomery, 1657, and, although the building has again gone to ruin, the inscription she placed over the entrance remains very perfect. The Tower, with the surrounding district, is now the property of the Duke of Devonshire. On Barden Moor, above, are the great reservoirs of the Bradford water-supply.

The fatal, but romantically lovely, spot called "The Strid," is about one mile distant, on the river Wharfe, below Barden Tower. The name is variously said to derive from the Anglo-Saxon "stryth," signifying a tumult, in reference to the rushing water; or to mean the "stride". Either will serve equally well to describe the spot, which is a narrow passage between dark ledges of rock, through which the impetuous river rushes. It is associated with one of Wordsworth's poems, in which he embodies the legend of the young heir of Embsay being drowned here. The leap across the chasm is quite easy for any active person, but is attended by the danger of a fall from the slippery rocks into the torrent, which would be fatal. The place is visited by great numbers of tourists in the summer.

7½	Bolton Abbey.	14¼	Leaving Barden Tower, bear to left, and follow valley of the Wharfe to Bolton Abbey.
6¾	Bolton Bridge. "Devonshire Arms." Turn right.	15	
	Gradients 1 in 9.		Road rises and descends to Long Causeway; thence steeply rising.
4¾	Long Causeway.	17	
3¾	Four Lane Ends. Fork of roads.	18	Keep to left at fork of roads at Four Lane Ends, and then straight on, road descending

Miles from Skipton		Miles from Pateley Bridge	
	Keep left.		steeply and crossing railway. Then a long steep ascent and two DANGEROUS bends where the road narrows.
	D *Gradients* 1 in 8.		
2	Skibeden.	19¾	
	SKIPTON.	21¾	(Described, pp. 383-384.)

Route 133. SKIPTON TO MIDDLEHAM

Miles from Middleham		Miles from Skipton	
31½	SKIPTON. *Yorkshire.* Keep left.		Proceeding northward from Skipton, keep to left at Trinity church, and to right at fork of
31	Fork of roads, keep right.	½	roads in one-half mile, road going in long incline to the "Craven Heifer" inn, and up to the for-
			bidding limestone fells of Rilstone.
29¾	"Craven Heifer" inn.	1¾	
26¾	Rilstone.	4¾	Rilstone—the spelling of the place-name is archaically varied by Wordsworth in his poem, "The White Doe of Rylstone"—is an uninteresting place, by no means living up to the legends and the poetry concerning it and the Norton family, which are, indeed, for the most part shameless inventions. The church has been rebuilt, and of Rilstone Hall only the foundations can be traced.
	Fork of roads, keep right.		Keep right at fork of roads, and
25¾	Fork of roads, keep right.	5¾	again right in one mile, approaching Cracoe.
25½	Cracoe. Keep left.	6	Soon after leaving Cracoe keep left, road descending and rising over railway to "Catch-All" inn.
24¼	"Catch All" inn.	7¼	

Miles from Middleham		Miles from Skipton	
			Keep to left. Road rises and then descends steeply to Threshfield.
	Keep left.		
23	Threshfield.	8½	Keeping to left in Threshfield, road descends to the river Wharfe, with fine views of the dales.
	Keep left. *Grassington*, 1 m.		
	Barden Tower, 5½ m.		
	Cross the		The Wharfe comes down in a cascade from the wild, rocky moors on left.
	Wharfe.		
22	Grassington.	9½	The neighbourhood of Grassington is full of deserted lead-mines.
	Turn left. *Pateley Bridge*, 11 m.		Turning left (right to Pateley Bridge, eleven miles, see p. 456) road runs parallel up the course of the Wharfe, the heights of Conistone Moor rising on right.
19	Conistone.	12½	Picturesque village. Here is a small chapel of rough workmanship. It is said to be "the most ancient building in Craven," but has some Perpendicular bench-ends and choir-stalls. Here is an ancient almsbox. Conistone Gill Hole, east of this building, is a wild hollow.
	Kilnsey Crag.		"Kilnsey Crag" is a limestone cliff, 167 feet high, running for one-half mile along the road on the opposite side of the river. Bushes and trees grow in its crannies, and swallows and jackdaws nest here. It stands at the opening of Littondale, near the confluence of the rivers Wharfe and Skirfare, which were obviously, having regard to this and other neighbouring crags and cliffs, once far larger rivers.

Miles from Middleham		Miles from Skipton	
	Turn right.		Half a mile on from Kilnsey, turn up hill to right, skirting along the edge of Hawkswick Moor. The road then descends and crosses the river Wharfe; and so into Kettlewell.
	Cross the		
	Wharfe.		
15½	Kettlewell.	16	
	Fork of roads, keep right.		Keep right at fork at end of Kettlewell. (Left to Hubberholme.)
	Hubberholme.		Road grows extremely rough and very hilly after leaving Kettlewell. The heights of Great Whernside, 2310 feet, rise away on right, where the great Dowkabottom Cave is found. In this limestone cavern have been found relics of early man and his contemporary animals.
	Gradients 1 in 7.		
9	Woodale.	22½	
8	Bradley.	23½	This is scarcely a motoring road, but it is at anyrate a sporting and adventurous route. It rises to about 1600 feet over the bleak watershed to Coverhead, and thence proceeds down along Coverdale, with the little river Cover running on right. Woodall and the next few succeeding places are the merest hamlets.
	Gradients 1 in 7.		
7¼	Arkleside.	24¼	
6¾	Horse House.	24¾	
5½	Gammersgill.	26	
4¼	Carlton.	27¼	
	Cross the		Crossing the Cat Gill, keep right at fork of roads.
	Cat Gill.		
	Fork of roads, keep right.		
2	Coverham.	29½	Here are the ruins of Coverham Abbey, a house of Premonstratensian Canons, founded 1190.

1212. It was a small abbey. Among many traces of foundations, amid farmyard surroundings, three bays of the nave, of Decorated character, remain, together with the gatehouse of the monastery. Here are two thirteenth century cross-legged effigies, probably for Ranulph Fitz Robert, died 1251, the re-founder of the abbey, and his son Ralph, 1270.

Miles Coverdale, whose edition of the Bible is well-known, and who became Bishop of Exeter, 1551, appears to have been born in this neighbourhood.

Miles from Middleham		Miles from Skipton
	MIDDLEHAM	31½

Middleham is nowadays famed for its training-stables for race-horses, which are exercised on the adjoining Middleham Moor, but it is a place to which much mediæval history belongs. The ruined castle is grim and four-square rather than picturesque. The walls are those of a Norman keep. This was a stronghold of the Nevilles, and here the great Earl of Warwick, called the "Kingmaker," is said to have kept Edward IV. a prisoner in 1469. The castle was in after years frequently visited by Richard III. The ruined condition of it is due to the deliberate destruction in the troubles of the seventeenth century, in order to prevent this being used as a fortress by either party. The church is of Decorated character.

The great annual cattle-fair, held in November, is the central pivot of the year at Middleham.

Route 134. RIPON TO HAWES, SEDBERGH, AND KENDAL.

Miles from Kendal		Miles from Ripon	
65	RIPON. *Yorkshire.*		Leaving Ripon by Market Place and thence by Middle Street and North Street, keep left at fork, and past the grounds of the Bishop's Palace, on left.
63	North Leys.	2	
60¾	North Stainley.	4¼	Steep fall towards river, growing level before reaching bridge.
	Cross the		
	Ure.		

Miles from Kendal		Miles from Ripon	
59¼	West Tanfield.	5¾	The village of West Tanfield picturesquely fringes the further side of the river Ure; the church and the gatehouse of the old manor-house, once the seat of the ancient family of Marmion, grouping curiously close to one another. The rest of the mansion has disappeared. The church, although of Norman origin, is chiefly Decorated and Perpendicular. It contains a notable series of monumental effigies of the Marmions, the knightly race whose chivalric qualities were somewhat idealised by Sir Walter Scott. Their race became extinct about the middle of the fourteenth century. The monuments are collected in the north aisle, which was rebuilt by Maude de Marmion, 1343. They include altar-tomb with effigy, wearing collar of SS., Sir Robert, or his brother, Sir John, *c.* 1330, and wife. She wears a heraldic robe. The iron frame-work over these figures was for the purpose of supporting a rich pall with lighted candles over it. There are six other Marmion tombs, much defaced. Brass: Thomas Sutton, rector.
			Leaving Tanfield, turn right, under railway bridge, road rising a long incline, then descending easily to Masham railway station. (Thirsk, thirteen and three-quarters miles right.)
	Bedale, 6 m. Cross the Ure.		Bearing left, cross river Ure. (Right to Bedale, six miles.)
55	Masham.	10	Small market-town, whose principal annual event is the sheep fair of September 17 and 18. The church contains some Saxon sculptured stones. The tower, partly Late Norman, is finished off with an octagonal upper stage and a Decorated spire. The curious picture over the chancel-arch, representing an angel seated upon a cloud, is supposed to be the surviving portion of a painting by Sir Joshua Reynolds, the rest having

Miles from Kendal		Miles from Ripon	
			been burnt in the great fire at Belvoir. Monument with effigies, Sir Marmaduke Wyvell, 1613, and wife. Remains of a sculptured Saxon cross in churchyard. Leaving Masham, turn to right at second turning in the main street, road rising to the schools at Low Ellington.
52½	Low Ellington. Keep left. Keep right.	12½	Here keep sharp to left, and sharply to right a little way on.
			Road then runs nearly level to Jervaulx Park.
49	Jervaulx Abbey.	16	The ruins of Jervaulx Abbey (admission, 6d.) stand in a private park, the property of Lord Masham (Mr. S. C. Lister, created Baron Masham of Swinton, 1891), but access is generally easy. The name, "Jervaulx," or "Jorevaulx" (locally "Jarvis") was the ancient monkish way of rendering "Yore vale," or "Ure vale," the valley of the river in which this smaller among the Yorkshire abbeys is situated. It was a Cistercian monastery, founded 1156. The remains, amid carefully-tended lawns, are chiefly those of the domestic offices, the Abbey church having been almost wholly destroyed, leaving only the bases of the walls and pillars to disclose its plan. Considerable portions of the Early English Chapter House are left, and here are collected a number of the enriched stone slabs covering the abbots' graves. The Norman and Early English refectory, the kitchen, and the strangers' hospice remain in part. The last Abbot, Adam of Sedbergh, was hanged at Tyburn, 1537, for his share in the Pilgrimage of Grace.
			Steep rugged descent to East Witton.
47	East Witton Turn right.	18	The church was built to signalise the Jubilee of George III. Turning to right at "Blue Lion" inn, in the village, road descends to Cover Bridge.
46¼	Cover Bridge. Cross the Cover.	18¾	

Miles from Kendal		Miles from Ripon	
	Fork of roads, keep left.		Keep left at fork of roads at "Cover Bridge" inn.
45	Middleham. *Skipton*, 31½ m.	20	(Described, p 461.) (See pp. 458-461.)
	Cross the Ure.		Leaving Middleham by taking the road to the right, just after passing the Castle, the road then descends to river Ure.
	Fork of roads, keep left. *Leyburn*, ¾ m.		At fork of roads, after crossing river Ure, keep left.
42	Wensley.	23	Picturesque village, the "capital of Wensleydale," the loveliest of the Yorkshire dales, which extends in a westerly direction, along the valley of the river Ure, for some fifteen miles. Wensley is grouped around an old-fashioned village green. The church, Early English and Perpendicular, bears numerous sculptured armorial shields of the Scrope family, the ancient lords of these parts, and contains inscriptions and monuments to that extinct race, including figures of two children of Lord Henry Scrope, 1525, and some elaborate woodwork brought from Easby Abbey, and cresting the large and ornate family pew belonging to Bolton Hall. The inscriptions relating to the Scropes are couched in a fashion reminding one of royal dignity: to "John Scrop the Fyrste"; "Simon Scrope the 1st"; "Henry Scrope the 7th"; and so forth. Note also the highly interesting almery and money-box. There are two inscribed Saxon stones in the wall of the north aisle. Brass, of the elaborate Flemish type, to a former rector, one "Sir" Simon de Wensley, 1390; with an inset inscription to Oswald Dykes, rector, 1607.

Bolton Hall, seat of Lord Bolton, in the extensive park west of Wensley, was burnt down, 1902.

Wensley Railway Station, 1 m. *Leyburn*, 1½ m.	Leaving Wensley, turn left, and cross river Ure by the picturesque old Gothic bridge, turn right, road rising to West Witton; Bolton Park prominent in the view, on right.

Miles from Kendal		Miles from Ripon	
	Cross the Ure.		
39½	West Witton.	25½	West Witton has happened upon evil days, owing to the abandonment of the neighbouring quarries and lead-mines which formerly gave much employment. Some sculptured Saxon stones are to be seen in the over-restored church.
	Temple Bank. *Gradient* 1 in 9.		Road descends steeply from West Witton. The lofty uplands on left are crested by Penhill Beacon, 1792 feet. Passing the wooded demesne of Swinithwaite Hall, an imitation "Temple" is seen on right of road. The view from it embraces a fine panorama of the river Ure, including the tumbling waters of Aysgarth Force, where the river comes rioting and foaming down rocky ledges.
	Fork of roads, keep right.		Keeping right at fork of roads, the road ascends long winding hill, with inferior surface, into Aysgarth.
35½	Aysgarth.	29½	The riverside of Aysgarth is romantic. Here, from the bridge, the wooded, rocky course of the Ure, foaming and sliding along in rapids like those of a Canadian river, presents a kind of backwoods scene. The church, rebuilt 1866, retains a very fine rood-screen, traditionally said to have come from Jervaulx Abbey, and bearing the initials of Adam Sedbergh, the last abbot.
	Fork of roads, keep right.		Keep right at fork of roads, leaving Aysgarth.

Miles from Kendal		Miles from Ripon	
	Turn right. Cross the Bain. Turn right.		Road then goes, gradually rising, with moderately fair surface, to Bainbridge, but commanding fine views. Turn right, descending across river Bain, into Bainbridge. Go carefully.
30½	Bainbridge.	34½	Turn right, across the green. Pleasant village, grouped around an old-fashioned green. The "Rose and Crown" inn, established 1445, has a good entrance-arch, of Norman character. Bainbridge is the site of the Roman station, *Bracchium*. A stone sculptured with the effigy of a very uninviting mermaid is built into the wall over the door of the grammar-school. It is said to have come from the Roman Camp on Brough Hill. The district, known as the "Forest of Wensleydale," is wild and rugged. The old custom of blowing the "Forest Horn" is still maintained, being sounded at ten o'clock every night, "from Holyrood (*i.e.*, 27th September) to Shrovetide," to guide the straying footsteps of benighted travellers. For the same purpose a bell was formerly rung at Chantry, near Camhouse.

South of Bainbridge opens out the valley of Semmerdale, through which flows the little river Bain, issuant from the lake called Semmerwater, which is traditionally the site of a vanished town, overwhelmed in the conveniently vague era of "once upon a time" at the bidding of a mysterious stranger who in vain had begged food and drink through its streets. Only one house, just outside this unfortunate place, is said to have survived, and that because the stranger at last was given to eat and drink there. This little story will not commend itself to the Mendicity Society, which deprecates giving to tramps.

Turn sharp left.	For the best road into Hawes turn sharp to left in Bainbridge after crossing the village green.
Fork of roads, keep left. *Askrigg*, 1 m.	

Miles from Kendal		Miles from Ripon	
			Road to Hawes is undulating. Scenery continues of a rural character.
26¼	Hawes.	38¾	*I.e.* "*Hals*," a pass. In Cumberland and Westmoreland the word is frequently met, spelled "hause". Hawes is a grey, neutral-hued place, situated in the valley of the Ure, between the gloomy fells of Widdale and the Buttertubs Pass. The little town is completely and supremely uninteresting, but energises itself in a mild way in its considerable butter-market, and in the making of knitted goods.
	Fork of roads, keep right. *Ingleton*, 16¼ m.		Leaving Hawes, keep right at fork of roads. (Left to Ingleton, sixteen and a quarter miles right.)
	Cross the Widdale Beck.		
	Cross the Ure.		Cross the river by a hump-backed bridge, with sharp left turn to follow.
25	Fork of roads, keep left. *Askrigg*, 5¾ m.	40	Keep left at fork of roads. (Right to Askrigg, five and three-quarters miles, see pp. 415-416.)
22½	THWAITE BRIDGE. Cross the Ure.	42½	Sharp turn to right, after crossing Thwaite Bridge.
20¾	"Moorcock" inn. Fork of roads, keep left. *Kirkby Stephen*, 16 m.	44¼	Keep left at fork of roads, and under the railway at "Moorcock" inn. (Right to Kirkby Stephen, sixteen miles.) Here the valley of the Ure is left behind, and after an inter-

Miles from Kendal		Miles from Ripon	
	Hawes Junction, ☜ ¼ m.		mediate rise, the descent of Garsdale begins, with Hawes Junction a quarter mile left.
16¾	Garsdale.	48¼	To right and left rise the great West Yorkshire fells. Steep and winding descent of Garsdale, with the little Garsdale Beck running to right and left of the road.
14	CLOUGH BRIDGE. Cross the Clough.	51	
			Road grows NARROW into Sedbergh.
11	RAWTHEY BRIDGE. Cross the Rawthey.	54	
	Fork of roads, keep right.		At fork of roads at beginning of Sedbergh, keep to right, along a VERY narrow lane of small houses.
10½	Sedbergh.	54½	Small town of little more than one long street, situated in the valley of the Rawthey. An amphitheatre of lofty hills surrounds it. The church is Norman and Perpendicular. Under the two ancient yews in the churchyard John Wesley preached. Here is a Grammar School, founded by Roger Lupton, Provost of Eton, *c.* 1510.
	Kirkby Lonsdale, ☜ 10¾ m. *Appleby*, 25¼ m. ☞		

Miles from Kendal		Miles from Ripon	
	Cross the Lune. *Enter Westmoreland.*		The moorland scenery between Sedbergh and Kendal is grand. The road has good surface. Several stiff hills, notably about two miles from Sedbergh; but any moderately powered car can do this route, with care.
	D *Gradients* 1 in 8.		
	D *Gradients* 1 in 8.		
	KENDAL.	65	(Described, p. 58.)

Route 135. THIRSK TO RIPON

Miles from Ripon		Miles from Thirsk	
10¾	THIRSK. *Yorkshire.*		Leaving Thirsk by Market Place, Castlegate, and Westgate, cross the railway at Thirsk Junction.
9¾	Thirsk Junction Railway Station.	1	
8¾	Carlton Miniott.	2	
7¾	"Busby Stoop" inn. Cross-roads, keep straight on. *Boroughbridge*, 10 m. *Northallerton*, 9 m.	3	Keep straight on at "Busby Stoop" inn, road descending easily to Skipton-on-Swale. (See pp. 408-410.)
6¾	Skipton-on-Swale.	4	
6½	SWALE BRIDGE. Cross the Swale.	4¼	Cross the Swale, and then at fork of roads keep left. (Right to Masham, ten miles, see pp. 470-472.)

Miles from Ripon		Miles from Thirsk	
	Fork of roads, keep left. *Masham*, 10 m.		
5¾	Baldersby. Junction of road from Masham.	5	Modern church, with lofty spire, conspicuous for long distances. Baldersby Park is a seat of Lord Downe.
5½	LEVEL CROSSING. Fork of 3 roads, take middle.	5¼	Take middle road at fork of three.
4	Baldersby Gate. Oblique cross-roads.	6¾	Crossing "Leeming Lane," the old Roman road between Boroughbridge at Catterick Bridge at Baldersby Gate, oblique cross-roads, road descends easily across Hutton Moor.
	Boroughbridge, 6¼ m. *Catterick Bridge*, 17 m.		(See pp. 439-441.)
	DOWN		
1¼	Fork of roads, keep left.	9½	Keep left at fork, road then rising easily, and descending steeply under railway, and thence crossing river Ure, with a final rise into Ripon.
	UP & DOWN		
	Cross the		
	Ure.		
	UP		
	RIPON.	10¾	(Described, pp. 232-234.)

ROUTE 136. THIRSK TO MASHAM

Miles from Masham		Miles from Thirsk	
14¼	THIRSK. *Yorkshire.*		Thirsk to Swale Bridge at Skipton-on-Swale, as p. 469.
10	SWALE BRIDGE.	4¼	

Miles from Masham		Miles from Thirsk	
	Cross the Swale. Skipton-on-Swale. Fork of roads, keep right. *Ripon*, 6½ m. Ainderby		After crossing river Swale, keep right at fork. (Left to Ripon, six and a half miles, see p. 470.)
9	Quernhowe.	5¼	
8	Leeming Lane. Cross-roads: Turn right.	6¼	Turn right at cross-roads, and in a further quarter mile, just before reaching Sinderby railway station, turn left, and over railway line.
7¾	Turn left.	6½	
7	Fork of roads, keep right.	7¼	Keep right at fork of roads, avoiding the more direct road to Masham, which, although one quarter mile shorter, is of an inferior and difficult nature.
6½	Kirklington.	7¾	Village charmingly grouped around an old-fashioned green. The church is a stately Decorated, clerestoried building. Some curious fragments of ancient stained glass, including an odd representation of the Holy Trinity, shown as a three-headed being with a celestial crown, and holding a loaf of bread in one hand. Monumental effigies under recessed arches in south aisle, of knight and lady of the Mowbray family, fourteenth century. Also altar-tomb, with effigy, Sir Christopher Wandesford, 1590. His crest, the singular one of a church, is

Miles from Masham		Miles from Thirsk	
			shown on the monument. The family motto was, "*Tout pour l'église*". A helmet, surmounted by this curious crest, hangs in the nave.
	Keep left.		Keep left on Kirklington green.
			Road rises and descends.
6¼	Cross-roads, keep right.	8	Keep right at cross-roads.
5¼	Cross-roads, keep right.	9	Keep right at cross-roads, rejoining the main road to Masham.
3¾	Nosterfield.	10½	
	D *Gradients* 1 in 8.		Long rise.
	Cross the		Steep and winding fall past railway station to crossing of the river Ure.
	Ure.		
	MASHAM.	14½	(Described, pp. 462-463.)

Route 137. NORTHALLERTON TO LEYBURN AND WENSLEY

Miles from Wensley		Miles from Northallerton	
21	NORTH-ALLERTON. *Yorkshire.*		Proceeding in a south-westerly direction out of Northallerton, and past the railway station, take
20½	Fork of three roads, take middle.	½	middle fork of three roads, in a half mile. In a further quarter of
20¼	Fork of roads, keep left. Fork of roads, keep right. Cross the	¾	a mile keep left, and then right.
	Wiske.		

Miles from Wensley		Miles from Northallerton	
18	Ainderby Steeple.	3	Village takes its name from the conspicuous tower of its church, which stands prominently on a knoll in an otherwise completely flat district. The tower is a poor Perpendicular, but body of church is Early English and Decorated, the chancel, in the last-named style, being particularly good.
	DOWN		
17½	Morton-on-Swale.	3½	
17¼	Cross the Swale.	3¾	
15	Leeming Bar: Railway Station. Cross-roads, Bear left, and then turn right. *Boroughbridge*, 16½ m. *Catterick*, 5¾ m.	6	(See pp. 439-440.)
14¼	LEVEL CROSSING.	6¾	
13¾	Aiskew.	7¼	
13¼	LEVEL CROSSING. Cross the Bedale Beck.	7¾	Crossing the Bedale Beck, road rises into the town.
	UP†		
13	Bedale.	8	Road winds trickily through Bedale: pass the church and then turn sharp left.

Small, old-fashioned market-town, built of brick. The church is one of the finest in Yorkshire. The nave and aisles are Early English and Decorated, with nave-arcade of great beauty and elaboration. The chancel is Early English and Decorated, with south chapel, rebuilt 1566. The north chancel-chapel is Geometrical Decorated. The western tower seems to have been

built for purposes of defence, and is a remarkable work in four stages, the three lower Decorated, and the upper stage Perpendicular. The lower stage is vaulted, and the staircase retains evidences of having been fitted with a portcullis. In the apartment above is a fireplace, with a garderobe. All these traces of defensible occupation are indications of dangers anticipated of old from raiding Scots.

The monuments, which are numerous and interesting, include : Effigies of Sir Brian Fitzalan, died 1306, and his wife. He is in chain-mail, and is cross-legged, and rests under a canopy enriched with the ball-flower ornament. On the opposite side of the nave is the effigy of a knight in plate-armour, with a shield bearing a chevron and three roses. Beside him is a somewhat similar effigy. In north chancel-chapel is the effigy of a priest.

Miles from Wensley		Miles from Northallerton	
	Masham, 6¼ m.		
12¼	Fork of roads, keep right.	8¾	Keep right at fork of roads, avoiding an ill road, as per sign-post.
			Sharp descent into Crakehall. Poor surface. Narrow, winding road.
11	Crakehall.	10	
9¼	Patrick Brompton.	11¾	The very fine and interesting church, is Early English and Decorated, the chancel, in the latter style, being a work of exceptional beauty.
			Descent into Constable Burton.
5¼	Constable Burton.	15¾	
			Rise out of Constable Burton.
2¾	Harmby.	18¼	
1½	Leyburn.	19½	Small market-town in Wensleydale. A bull-ring let into the ground in the market-place is a

Miles from Wensley		Miles from Northallerton	
			relic of the cruel old sport of bull-baiting.
	DOWN		Steep descent into Wensley.
	WENSLEY.	21	(Described, p. 464.)

Route 138. DARLINGTON TO BARNARD CASTLE AND ALSTON

Miles from Alston		Miles from Darlington	
49	DARLINGTON. *Durham.* (*Market Place.*)		Leaving Darlington from south side of Market Place, and then to right, and along Blackwellgate, keep straight ahead along the Coniscliffe road.
	UP		
46½	*Low Coniscliffe.*	2½	Village on left. The river Tees is to the left of the road, winding near and far in great loops.
44¾	High Coniscliffe.	4¼	Village situated on the limestone cliffs adjoining river Tees, commanding beautiful views. The church is an Early English building, with a spire. The nave-arcade is peculiar, the pillars supporting it being only 6 feet high. Sculptured fifteenth century stalls in chancel.
	DOWN		
43¾	Piercebridge. Cross roads, keep straight on. *Bishop Auckland,* 10½ m. *Piercebridge.*	5¼	(See pp. 426-427.) Small village, charmingly situated on the river Tees, which is here crossed by a bridge of three arches. Here was the Roman station of *Magis*, on the ancient road which ran between Catterick and Bishop Auckland. The

Miles from Alston		Miles from Darlington	
			Roman camp occupied the site of the village green.
			Long easy rise with steep descent to Gainford, through delightful scenery.
41	Gainford.	8	Church is Transitional Norman and Early English. Gainford Hall, a picturesque unfinished building, was begun by the Revd. J. Cradock, 1600, and still displays his shield of arms.
			Steep rise. Scenery very beautiful, largely of wooded cliffs.
40¼	Fork of roads, keep left.	8¾	Keep left at fork of roads, road descending steeply and growing narrow. Afterwards a steep rise; the scenery continues very fine to and through the village of Winston.
	D *Gradient* 1 in 9.		
39	Winston.	10	The church stands strikingly on the wooded heights above the Tees, which is here crossed by a stone bridge of one remarkable span, 112 feet.
	Staindrop, 2¾ m. ☞ *Ovington*, 2 m.		
			Long rises; finally steep fall to Barnard Castle.
33	Barnard Castle.	16	The small town of Barnard Castle owes its existence to the great fortress built at the beginning of the twelfth century by Bernard Baliol, whose descendant, John Baliol, became King of Scots in 1292, in right of his father's marriage with Devorguilla, niece and only heiress of William the Lion, King of Scotland. Through his acceptance of the Scottish crown and his renouncing his allegiance to Edward I., the Baliol estates in England were forfeited, and were conferred upon the Beauchamps, Earls of Warwick. Meanwhile Baliol was attacked, defeated, and deposed at Dunbar by Edward I., 1296. Barnard Castle seems to have occupied twenty years in building, from 1112 to 1132. The

principal feature of the ruined castle, and its oldest portion, is "Baliol's Tower". This strikingly picturesque old fortress is of considerable extent, and rises immediately from cliffs bordering the river. It impressed Leland, who wrote in quaint phrase, "The Castelle of *Barnard* stondeth stately upon *Tese*". From the Beauchamps the property passed by marriage to the Nevilles and through them, again by marriage, to Richard, Duke of Gloucester, afterwards Richard III. Considerable alterations and rebuildings were effected in his time. With the accession of Henry VII. it reverted to the Nevilles, and then came to the Vanes, afterwards Dukes of Cleveland.

The inhabitants of Barnard Castle would appear to have been regarded of old as undesirables of the worst description, and their town as unthinkable as they, if reliance may be placed upon old folk-sayings of this countryside. "Barney Cassel, the last place that God made," is a well-known phrase; and tall stories that require much exercise of faith are still commonly received with the protest, "That winna do: that's Barney Cassel". Tramps of a more than ordinary looped and windowed raggedness are generally said to come from this unfortunate town; and so forth in every circumstance of contempt.

But the people of Barnard Castle may well rest content in the knowledge that no tour in these districts can be considered complete if it does not include their romantically situated town. The streets are mostly "gates," as so often found in the north of England: Thorngate, Newgate, Gallowgate, Bridgegate, etc., and the houses exhibit every variety of style, from mean thatched cottages to tall buildings of seventeenth century date and handsome in design, even though much decayed. The market-house, built 1747, is used also as a council-chamber and a lock-up. A small thatched house is the representative of a hospital founded by John Baliol, the unfortunate "King of Scots". Note the old house in Thorngate, with the single word "Ricardus" inscribed in old English letters on its frontage. The church, whose pinnacled tower is prominent in views of the town, retains some Norman and Early English features. Outside the town are the prominent buildings of the North-Eastern County School, and the elaborate Bowes Museum, erected by John Bowes of Streatlam, to the memory of his first wife. John Bowes was a son of the Earl of Strathmore, and a noted sportsman in the early Victorian period; winning the Derby four times. His most famous horse was West Australian.

Miles from Alston | DOWN | Miles from Darlington

Leaving Barnard Castle keep left, descending Galgate and

Miles from Alston		Miles from Darlington	
	Cross the Tees.		through the market-place, straight ahead past the Market House, steeply descending. At foot of this descent keep right into Bridgegate, and cross river Tees, and turn right.
	Enter Yorkshire.		
32½	Fork of roads, keep right. *Bowes,* 3½ m.	16½	At fork of roads keep right. (Left to Bowes, three and a half miles.)
32¼	Fork of roads, keep left.	16¾	Keep left at fork of roads, road rising steeply. There is some particularly beautiful scenery right and left on the way to Lartington. Deepdale is a romantic glen, crossed by a lofty steel viaduct of the North-Eastern Railway.
30	Lartington.	19	Leaving Lartington past railway station road descends steeply and then rises. Continuous undulations, then steepish descent to Cotherstone.
28½	Cotherstone.	20½	"Cotherstone cheese" is a local product which enjoys a considerable reputation in North-Eastern England. The place-name is considered to be a corruption of "Cuthbert's Town," from this having been a resting-place of St. Cuthbert's body in one of its many journeyings. The neighbourhood is a great stronghold of the "Quakers," as members of the Society of Friends are popularly known.
28	BALDER BRIDGE. Cross the Balder Beck.	21	Smart descent to Balder Bridge, with views of the picturesque Balderdale. The prominent hill away on left is Goldborough. Steepish rise.

Miles from Alston		Miles from Darlington	
	Fork of roads, keep right.		Keep right at fork, road rising. Finally a sharp descent into Romaldkirk.
26¼	Romaldkirk.	22¾	The place-name of this pretty village is a reference to the dedication of the church of St. Rumwald, Rumbald, or Romald. The real dedication is quite uncertain, but is generally supposed to be to St. Rumbald. This obscure "saint" was the son of a king of Northumbria and a daughter of Penda, King of Mercia, and is the subject of marvellous legends, good enough for the credulous dark ages, but the scoff and derision of later times. According to these fantastic monkish tales, the infant began his short career of marvels by exclaiming, as soon as he was born, "I am a Christian". He then expressed a wish to be baptised, chose his own name and his sponsors, and selected a hollowed stone as a font. Like the "Precocious Baby" in Sir William Gilbert's "Bab Ballad," who "died an enfeebled old dotard at five," St. Rumbald died young. He lived indeed only three days, bequeathing his body to his birthplace, King's Sutton, Northants, for one year, to Brackley for two years, and then to the town of Buckingham forever.

The church is a large and handsome Early English and Decorated transeptal building. Monumental effigy: Sir Hugh Fitz Henry, 1304. Here are iron stocks, a curious variant upon the usual wooden instruments of punishment.

24½	Mickleton. Cross the Lune. Fork of roads, keep right. Cross the Tees. *Enter Durham.*	24½	Crossing river Lune, keep right at fork. Road then runs easily past Middleton railway station, and gently descending to the river Tees, rises from it into the large village of Middleton-in-Teesdale.

Miles from Alston		Miles from Darlington	
	UP†		
22	Middleton-in-Teesdale.	27	Middleton-in-Teesdale is by way of styling itself a "town". Lead and iron-mining have brought industrial expansion to this romantic district of grey whinstone fells and wild river-gorges. The church, rebuilt 1880, retains its old detached bell-tower.
	UP†		Keeping left out of Middleton the road goes in a long pull up, parallel with the north bank of the
19½	Newbiggin.	29½	Tees, past Newbiggin, to the "High Force" inn.
	UP†		This magnificent cataract dashes
17	High Force Hotel. *High Force*, ☜ ½ m.	32	down between dark massive cliffs of iron-hard rock, carrying the main stream of the river Tees some 69 feet in an impressive mass of foam into a wide pool, whence it goes along minor falls and rocky steps down to Middleton. High Force is certainly the finest waterfall in the North of England, not the loftiest, but the greatest body of water, amid the most striking scenery. It is greatly visited by tourists, and the road is consequently apt to be lively in summer.
	UP†		Road rises steeply, and passes the small modern church of Forest Kirk.
15	"Langdon Beck" Hotel. *Caldron Snout*, ☜ 3½ m.	34	

The wild succession of waterfalls comprising Caldron Snout is in some respects the superior even of High Force. This is by no means a statement at variance with the view that High Force is the finest fall in the North of England, for there is little or no similarity between the two places, Caldron Snout being a long succession of rapids, raging through a wilderness of savage rocks in a descent of about 100 feet. The scene is savage in

the extreme, and is only accessible across the wild moors to the pedestrian or those who can readily sit one of the ponies that may be hired at the "Langdon Beck" hotel, where directions for reaching Caldron Snout may best be sought. The comparative difficulty of reaching the spot brings its own reward to the enthusiastic explorer, for it is far less exploited than the easily-accessible High Force.

Miles from Alston		Miles from Darlington	
	GATES ACROSS ROAD.		Road rises steeply across the solitary moors, with several gates on the way. Descent to Crookburn Bridge, where Cumberland is entered, and thence rising over Yad Moss, with a long easy descent. Finally some rises, and a steep drop into Alston. This is a district of lead-mines, generally in a decayed and more or less worked-out condition.
8¾	CROOKBURN BRIDGE. Cross the Crook Burn. *Enter Cumberland.*	40¼	
	D *Gradient* 1 in 8.		
49	ALSTON.		Alston, 960 feet above sea-level, has the reputation of being the loftiest market-town in England.

It is situated amidst lead-mines, which, however, are not now worked so extensively as of old. A considerable proportion of silver is found in the lead mined here. Copper is also met with, and a crude lignite known as "crow coal," used in burning the lime in the local lime-works. The market-cross, originally built 1765 by a Lord Mayor of London, a native of Alston, was rebuilt 1883.

The stone setts through the town are of the roughest and most devastating character, and the streets are steep and winding. Fortunately, Alston being a small place, there is not very much of them.

Route 139. BARNARD CASTLE TO DURHAM

Miles from Durham		Miles from Barnard Castle	
25¼	BARNARD CASTLE. *Durham.* (*Market Place.*)		Proceeding from the Market Place into Galgate, keep right, road rising, and at three-quarters mile keep left at fork of roads. (Right to Darlington, fifteen and a quarter miles, see pp. 475-476.)
24½	Fork of roads, keep left. *Darlington,* 15¼ m. ☞	¾	
	Gradient 1 in 9.		Long descent and steep rise.
22	Streatlam Park.	3¼	Streatlam Castle, on left, in its beautiful deer-park, is a seat of the Earl of Strathmore. The castle lies low, by the Streatlam Beck, and was formerly moated. It was originally built by the Baliols, lords of Barnard Castle, and was rebuilt by Sir William Bowes, 1450, the Bowes family having acquired the estate in marriage about 140 years earlier. The last heiress of the Bowes family brought the property by marriage into the Lyon family, Earls of Strathmore, 1761. The castle was refounded and remodelled about 1710, to suit the ideas of the time, as a residence, but the walls are substantially those of the ancient fortress, and some of the grisly dungeons remain. Here is a fine collection of pictures by old masters, together with many ancestral portraits of a very high interest.
	Gradient 1 in 10.		Steep descent to Staindrop.
19	Staindrop.	6¼	*I.e.*, "Stain-thorp," the "stony village". Staindrop stands at the gates of Raby Park, in which is situated the castle, the ancient stronghold of the Nevilles, remodelled as a residence at various times since the eighteenth century. It was built, *c.* 1379, by John, Lord Neville, one of those who had helped to beat the Scots at Neville's Cross in 1346. His son, Ralph, was created Earl of Westmoreland and afterwards Earl of Richmond, fought at Agincourt, and further distinguished himself as the father of twenty-three children.

With the sixth Earl of Westmoreland the proud possession of Raby passed from the Nevilles. He took an active part in conspiring against Queen Elizabeth in the "Rising of the North," 1569, and died in a foreign land, 1584, his estates estreated and his descendants brought low. In the reign of James I. Raby became the property of the Vanes by purchase from the Crown. The Vanes afterwards supported the cause of the Parliament, Sir Harry Vane, the younger, being chiefly instrumental in procuring the impeachment and execution of the Earl of Strafford and Archbishop Laud. His own head fell to the executioner's axe upon the restoration of the Monarchy, 1662. His son, however, was created Baron Barnard of Barnard Castle, 1698. His descendants became Dukes of Cleveland. The fourth and last Duke died 1891. Raby is the seat of Lord Barnard, a kinsman of the late Duke.

The exterior of Raby Castle presents in general all the appearance of a mediæval stronghold from whose battlements defiance might well be flung in the olden romantic style, but the interior, with the exception of the Great Hall, has been much modernized. The kitchen is perhaps the only genuinely unaltered portion. Staindrop church, which contains monuments of the Nevilles, retains some masonry which may be Saxon, but is in general Transitional Norman, and Early English. A chamber over the vestry was an anchor-hold or abode of a hermit. The elaborate stalls in the chancel date from about 1410. The alabaster altar-tomb of Ralph, first Earl of Westmoreland, died 1425 (he of the twenty-three children), is a fine work, with effigies of himself and two wives. Here also is the monument in wood of Henry, fifth Earl, died 1563, with effigies of himself and two of his three wives. These monuments of the great proud Nevilles formerly stood in the chancel, but were removed from that pride of place into the body of the church to make way for the monuments of the upstart Vanes, Dukes of Cleveland. North of the churchyard is the Cleveland mausoleum.

Miles from Durham		Miles from Barnard Castle
Fork of roads, keep left. *Winston*, 2¾ m. ☞ Cross the Langley Beck.		Keep left at fork of roads leaving Staindrop (right to Winston, two and three-quarters miles) and cross bridge over the Langley Beck.

Miles from Durham		Miles from Barnard Castle	
	Fork of roads, keep left. *Darlington*, 11 m. ☞		Keep left at fork of roads immediately after crossing the Langley Beck. (Right to Darlington, eleven miles.)
	UP † *Gradient* 1 in 8.		Road rises the steep Keverstone Bank, whence, after a level interval, there is a long easy decline.
18	KEVERSTONE BANK.	7¼	
	DOWN		
14	West Auckland.	11¼	Old-fashioned village, beside a village green. Here are some picturesque old mansions of seventeenth century. Road then turns suddenly right and left between high walls.
	Fork of roads, **D** keep right. *Witton-le-Wear*, 4¾ m.		Keep right at fork of roads (left to Witton-le-Wear, four and three-quarters miles), and then at next fork keep left. (Right to Darlington, ten and a quarter miles.)
	Fork of roads, keep left. *Darlington*, 10¼ m. ☞		
	LEVEL CROSSING.		
13½	St. Helen's Auckland.	11¾	Small late Norman and Early English church with Perpendicular porch and parvise. High balustraded pews, about 1600, and curious old almsbox. Road bends sharply through St. Helen's.
	Cross the		
	Gaunless.		
10½	Bishop Auckland.	14¾	Pop. 13,834. Busy little town, whose old-time ecclesiastical dependence is now greatly qualified by the colliery surroundings, evident on every side. The place takes the forepart of its name from the Bishops of Durham, once all-powerful here, in secular as well as in ecclesiastical matters; being in the past Bishops Palatine, or Prince-Bishops. The last of these tremendous

personages was Bishop Van Mildert, who died 1836. The chapel in the market-place was built 1847. The collegiate church of St. Andrew Auckland is one-half mile right. It is a fine transeptal Early English church of large size, and has some handsome stalls. Monuments include a thirteenth century wooden effigy representing a knight in chain-mail, cross-legged.

The park, approached from the market-place, is a fine demesne, always open to the public. It is entered by a Gothic archway built by Bishop Trevor, 1760. Here is the Bishop's palace of Auckland Castle, prominent on its knoll above the windings of the river Gaunless. The great Anthony Bek, Bishop of Durham, 1283-1310, was largely concerned in the building of the palace, but much of his work was destroyed by Sir Arthur Haselrigge, to whom the estate had been granted by Parliament in the time of the Commonwealth. Haselrigge intended to build a stately mansion with the stones, and had almost completed it when the Restoration brought back the Bishops as well as the Monarchy. Bishop Cosin immediately destroyed Haselrigge's work, and repaired what was left of the ancient buildings; converting what had been the hall into the chapel, which remains the most striking feature of the palace.

Miles from Durham		Miles from Barnard Castle	
	Cross the Gaunless.		Leaving Bishop Auckland by Newgate Street, with a turn to right, road narrows and descends steeply and crosses river Gaunless.
			Long rise.
9	Coundon Railway Station.	16¼	
	Cross a stream.		Long descent. Crossing a stream by a narrow bridge, road rises the very steep and dangerous Parkhead Bank.
	Gradient 1 in 7. PARKHEAD BANK.		

Miles from Durham		Miles from Barnard Castle	
8¼	Auckland Park Gates.	17	
			Steep descent to the grimy coal-mining purlieus of Spennymoor and Tudhoe.
	Gradient 1 in 10.		
6	Spennymoor.	19¼	
4½	Tudhoe Colliery.	20¾	
3½	Junction of road from Darlington on right.	21¾	Junction of road from Darlington (the Great North Road). Thence to Durham, past Sunderland Bridge, as pp. 339-340.
	DURHAM.	25¼	

Route 140. DURHAM TO HEXHAM

Miles from Hexham		Miles from Durham	
29½	DURHAM. *Durham.* (*Market Place.*)		Leaving the city by steep descent of Silver Street, cross river Wear ; road then rising, and passing under a lofty railway viaduct.
	Gradient 1 in 9.		
	Framwellgate Bridge. Cross the		
	Wear.		
28½	Fork of roads, keep left. *Chester-le-Street*, 6 m. ☞	1	Keep left at fork of roads at "Garden House" inn. (Right to Chester-le-Street, six miles, see pp. 345-346.)
27¾	Fork of roads, keep right.	1¾	Keep right at fork of roads. The road follows the valley of the Browney, which runs along on left.

Miles from Hexham		Miles from Durham	
25¾	Witton Gilbert.	3¾	Witton obtained the second part of its name from its manorial lord in Norman times, Gilbert de la Ley, who founded a hospital here. The only remaining vestige of it is an ancient window in the farm-house hard by the church, which was rebuilt 1859.
	Wolsingham, 9¼ m.		
21½	Lanchester.	8	The village of Lanchester stands close by the site of a Roman station, which has yielded many interesting relics to explorers, and stones from it compose the walling of numerous houses here. The church retains some Norman features, but is largely of the Early English period, with later insertions of windows, and tower dating from 1425. The north nave-arcade piers are monolithic columns from some Roman building. The church was made collegiate by Bishop Bek, 1283, and still possesses some of the stall-work in the chancel.
	Fork of roads, keep left. *Gateshead*, 13½ m.		Keep left at fork of roads, after leaving Lanchester. (Right to Gateshead, thirteen and a half miles.)
19¾	Fork of roads, keep left.	9¾	Keep left at fork of roads.
18¾	Fork of 3 roads, keep right. UP† Bear left.	10¾	Keep right at fork of three roads, road rising a steep pitch, bearing to left, just avoiding Iveston, on right.
18½	*Iveston.*	11	We now follow the Roman road, called locally the "Watling Street," towards Ebchester; leav-it, however, at cross-roads beyond Leadgate.
17½	Leadgate.	12	
15¾	Cross-roads, keep left. DOWN	13¾	Easy descent to level crossing at Shotley Bridge railway station.
15¼	Shotley Bridge Railway Station.	14¼	

Miles from Hexham		Miles from Durham	
			Descent continued, becoming steep.
14¾	Turn right. *Stanhope*, 12¾ m. ☞	14¾	Turn right.
14¼	SHOTLEY BRIDGE.	15¼	Busy little town on the river Derwent, which here divides the counties of Durham and Northumberland. The scenery is rather striking. Here a colony of German sword-makers, fleeing from religious intolerance, established themselves towards the close of the seventeenth century. Swords of their manufacture, marked "Shotley Bridg," may still occasionally be met with. Paper-making is now a large local industry. Shotley Spa is by way of being a Marienbad, of sorts. The road follows the course of the Derwent, to Ebchester.
12½	Ebchester.	17	The place-name is derived from St. Ebba, who is supposed to have founded a convent here in the seventh century. The church, dedicated to her, is largely built of stones from the Roman station of *Vindomora*, which occupied the site of the church and churchyard.
	Newcastle-on-Tyne, 12¼ m. ☞ Turn left. Cross the Derwent. *Enter Northumberland.*		Turn sharply to left in Ebchester village, and cross the Derwent.
11¾	Fork of roads, keep right. Fork of roads, keep left.	17¾	Keep right at fork of roads, and then immediately left.

Miles from Hexham		Miles from Durham	
10¼	Whittonstall.	19¼	
7	Broomley.	22½	
5¾	Cross roads, keep right. *Tow Law*, 16¾ m.	23¾	Keep right at cross-roads. (Left to Tow Law, sixteen and three-quarters miles.)
5½	Fork of roads, keep left. *Newcastle-on-Tyne*, 15½ m.	24	Keep left at fork of roads. (Right to Newcastle-on-Tyne, fifteen and a half miles, see pp. 503-505.)
5	Riding Mill.	24½	
	HEXHAM.	29½	Thence to Hexham, as pp. 505-507.

Route 141. DURHAM TO ALSTON

Miles from Alston		Miles from Durham	
41½	DURHAM. *Durham.* (*Market Place.*)		Proceeding from the market-place down Silver Street, a steep descent, cross river Wear and up along the Great North Road to the railway viaduct, passing which keep left at fork. (Right to Newcastle-on-Tyne, thirteen and three-quarters miles, see pp. 345-347.)
	DOWN		
	Framwellgate Bridge. Cross the		
	Wear.		
	UP†		
	Fork of roads, keep left. *Newcastle-on-Tyne*, 13¾ m.		
	UP†		Road rises steep and winding to Neville's Cross.
	Gradient 1 in 9.		
40½	Neville's Cross.	1	Wayside hamlet. Here is the battered base of the ancient cross which gives a name to the spot.

The Battle of Red Hills, better known as that of "Neville's Cross," was fought here, October 17, 1346, when the Scottish army under King David was defeated, with a loss of 15,000. The Bishop of Durham, Thomas de Hatfield, was among the fiercest of the combatants on the English side, while the prior prayed on the hilltop at a safe distance, and the monks offered up appeals from the still safer remoteness of the cathedral towers. When the day was done a solemn *Te Deum* was sung in the Cathedral, and for long years afterwards the anniversary was celebrated on the summit of the central tower. At the restoration of the monarchy, 1662, the date was changed to May 29, on which day the choir still sing hymns upon that lofty height.

Miles from Alston		Miles from Durham	
	DOWN		Smart descent to river Browney, which is crossed twice; with similar rise.
	Cross the		
	Browney.		
	UP		
38	Brandon Railway Station	3½	Brandon village, a place of collieries, is prominent on its hilltop on right.
37¼	Brancepeth.	4¼	*I.e.*, "Brawn's path" = the track of the wild boar. On right, in its park, is Brancepeth Castle, seat of Viscount Boyne. This was one of the many properties of the Nevilles, all of which were lost by them for the part taken by Charles Neville, sixth Earl of Westmoreland, in the Rising of the North, 1569. The most satisfactory view of the castle is from the bridge along the road on leaving village, where the outline of the turrets and battlemented walls is striking, but most of the castle has disappeared and has been replaced by commonplace modern buildings. The "Baron's Hall" contains some fine ancient armour and a collection of weapons. The drawing-room is a vaulted apartment, and the cellars are all groined.

The church, adjoining the castle, is dedicated to St. Brandon. It is a transeptal building with Early English tower, Decorated nave-arcade, and Perpendicular clerestory and chancel. The dark oak Elizabethan pews, reading-desk, and pulpit, and the fine chancel-screen give a rich effect. In chancel are the effigies

of Ralph Neville, second Earl of Westmoreland, 1425, and his second wife, with hands clasped. They are carved in black oak. In north transept is an effigy of a Neville in chain-mail. Brass: Richard Drax, 1453. Finely-carved oaken coffer, fourteenth century, containing the registers. Font is surmounted by a rich but singular wooden spired cover given by Bishop Cosin, seventeenth century. He was rector here before he became Bishop of Durham in 1660. The cover is a blend of Gothic design and Renascence detail, such as those given by him to Darlington church and Durham Cathedral. A good deal else of his handiwork is seen here, including the oaken tablet, with Corinthian detail, on north wall of chancel. He intended it for his epitaph, but it still remains blank.

Miles from Alston		Miles from Durham	
	Cross a stream.		Smart descent to stream, with the like rise from it. The road now runs into ugly colliery developments at Willington.
34½	Willington.	7	
	Fork of roads, keep right. *Bishop Auckland*, 3½ m.		Steep descent, with long trying ascent. Keep right at fork of roads. (Left to Bishop Auckland, three and a half miles.)
	Gradient 1 in 9.		Steep descent into Crook.
31½	Crook.	10	Large modern colliery village, or small town, of considerable ugliness, and no interest.
	LEVEL CROSSING.		Long incline, then steep descent.
29¾	Cross-roads, keep straight on. *West Auckland*, 8 m. *Tow Law*, 2½ m.	11¼	Keep straight on, at cross-roads.

Miles from Alston		Miles from Durham	
	Gradient 1 in 9. Cross the Wear.		
26½	Wolsingham.	15	Decayed old town at entrance to Weardale. It is picturesque amid its fallen fortunes. The bridge across the Wear dates from 1772. Church rebuilt 1848.
	Gateshead, 23 m. ☞		
23½	Frosterley.	18	Lead-mining and quarrying village. A spotted black marble is found in this district. The modern church was designed by G. E. Street.
			Steep rise on leaving Frosterley, then undulating. Some fine scenery on the way to Stanhope, past the park of Rogerley Hall, on left.
	Cross the Shittlehope Burn.		The town is entered by a fine avenue of lime-trees.
20½	Stanhope.	21	*I.e.* "Stone hill". Grey old market-town, built of heavy stone houses. If is situated amid the wild but beautiful moorlands of Weardale, amid whose hills and hollows is placed the lead-mining industry which has centred here for ages. In the scandalous old days of tithes, when rectors waxed fat on their idle co-partnery in other folks' industry, the income of the rector of Stanhope rose to about £8000 per annum, chiefly due to his percentage on the local lead-mining. Church, chiefly Norman, but with Transitional and Early English nave-arcade and chancel, contains some good stalls and pews, 1663. Ancient cross in market-place. Stanhope Hall, now a farm-house, is a picturesque Elizabethan mansion on right, a half mile after leaving the town.

Miles from Alston		Miles from Durham	
	Newcastle-on-Tyne, 27 m. ☞		(See pp. 498-502.)
			Sharp rises, with descent through Eastgate, the river Wear running parallel with road, on left.
17½	Eastgate. Cross the Rookhope Burn.	24	Eastgate and Westgate are wayside hamlets with modern churches. Picturesque scenery, with waterfall, on the Rookhope Burn.
			Long incline to Westgate, and descent to Middlehope Burn.
	Cross the Middlehope Burn.		
14½	Westgate.	27	
13½	Daddry Shield. Cross the Wear.	28	Lead-mining village.
			Easy rise to St. John's Weardale (or St. John's Chapel) a small
12¾	St. John's Weardale.	28¾	market-town in a district of lead-mines. The ancient chapel has been replaced by a church built in the eighteenth century.
	Cross the Wear.		
10¾	Wearhead.	30¾	Hamlet amid the hills and the lead-mines. The road is crossed at the confluence of the Wellhope and the Burnhope streams, the united stream flowing from them known as the river Wear. The scenery as we approach the Cumberland border grows wilder and

Miles from Alston		Miles from Durham	
			lonely, the hills looming out with bleak and menacing aspect.
			Steep ascent to Cowshill inn, where keep left at fork of roads.
10	Cowshill inn. Fork of roads, keep left. *Haydon Bridge*, 18¼ m.	31½	(Right to Haydon Bridge, eighteen and a quarter miles, see pp. 502-503.)
9¾	Heatheryclough.	31¾	Lonely church and vicarage on left.
	Gradient 1 in 7.		Series of steep ascents, growing steeper and rougher, over the aptly-named Kilhope Moor, 2200 feet above the sea-level.
4	*Enter Cumberland.*	37½	
	D *Gradient* 1 in 6.		From the summit, which marks the boundary line from Durham and Cumberland, a series of steep descents conducts down into Nenthead.
2¾	Nenthead.	38¾	Lead and zinc-mining village. The mines belong to the Admiralty.
	D *Gradients* 1 in 9. Cross the		Heavy climb, with steep descent to bridge over river Nent. Bad surface, loose and rough.
	Nent.		
1¼	Nentsbury.	40¼	
¾	Nenthall. Cross the	40¾	
	Nent.		
	Fork of roads, keep left.		Steep rise. At hilltop keep left at fork of roads.
	Gradient 1 in 9.		Steep rough descent to Alston.

Miles from Alston		Miles from Durham	
	ALSTON. (*Market Place.*)	41½	(Described, p. 481.)

Route 142. ALSTON TO BRAMPTON, LONGTOWN AND GRETNA GREEN

Miles from Gretna Green		Miles from Alston	
35	ALSTON. *Cumberland.* Cross the South Tyne. Fork of roads, keep right. *Penrith*, 19¼ m.		Crossing the South Tyne, keep right at fork of roads immediately after. (Left to Penrith, nineteen and a quarter miles.)
33	Cross the Guilderdale Burn.	2	A little to left of road is Whitley Castle, a Roman Camp.
	D *Gradients* 1 in 8.		Dangerous steep and rough descent, followed by stony undulations across the wild and lonely grouse moors. The South Tyne runs roughly parallel on right.
30	Slaggyford.	5	Village, once a market-town. Long gradual incline. Road runs across the line of the Pennine Mountains.
28½	Knaresdale. *Burnstones Inn.* Fork of roads, keep left.	6½	Keep left at fork of roads, past a lonely cottage, and along a grisly-looking, rough road.
	Level Crossing.		
25½	*Lambley.*	9½	
24½	Halton-le-Gate.	10½	

Miles from Gretna Green		Miles from Alston	
	Cross a stream.		
23½	Midgeholme.	11½	
	Cross a stream.		
	LEVEL CROSSING.		
19½	Hallbankgate.	15½	
	Fork of roads, keep right.		Keep right at fork of roads.
	D *Gradient* 1 in 10.		Steep descent, with dangerous elbow, where the railway bridge is passed under.
19	Fork of roads, keep left.	16	Keep left at fork of roads.
18	Milton.	17	
	LEVEL CROSSING.		
16	Brampton.	19	(Described, p. 511.)
	Greenhead, 8 m. ☞ *Carlisle*, 10 m. *Armathwaite*, 12 m.		(See pp. 509-512.)
			Leaving Brampton out of the market-place and along Front Street, keep to right, past a stone pillar with a gas lamp on top. Road rises and descends to old toll-house.
	Cross the Irthing.		
14	CAMBECK BRIDGE.	21	

Miles from Gretna Green		Miles from Alston	
	Cross the Cambeck.		
			Steep ascent to Newtown.
13½	Newtown.	21½	
13	Fork of roads, keep left.	22	Keep left at fork of roads.
12	Laversdale Lane End Inn.	23	
10	Muncaster Arms.	25	
9½	Smithfield.	25½	
8	Graham's Arms Inn.	27	
7½	CLIFT BRIDGE. Cross the Lyne.	27½	Crossing river Lyne, the road goes easily to Longtown, through very tame scenery.
	Keep left. Keep right.		Keep left and then right into Longtown along English Street.
5	Longtown. *Carlisle*, 8¼ m.	30	Longtown is an almost featureless townlet chiefly of one long street of commonplace houses, each one exactly like its neighbour. The parish church is that of Arthuret, half a mile distant. (See p. 76.)
	Cross the Esk. LEVEL CROSSING.		Leaving Longtown, cross the river Esk.
4¾	Fork of roads, keep left. *Hawick*, 34¾ m.	30¼	Keep left at fork of roads. (Right to Hawick, thirty-four and three-quarters miles, see pp. 764-768.)

Miles from Gretna Green		Miles from Alston	
2¼	Solway Moss.	32¾	Solway Moss, the great peat-bog to right of the road in which the Scots were utterly defeated by the English in the battle of November 24, 1542, is a dreary expanse in which the peaceful occupation of peat-cutting is now extensively pursued. Here, and at Arthuret, and along the sands of the Solway Firth, the battle raged. The rout was complete, 10,000 of the Scottish raiders fleeing in the early darkness of that November day being either cut up or made prisoners by the pursuing English (who numbered only 300), swallowed up in the bog, or swept away by the rising tide of Solway. James V. of Scotland died December 14, heartbroken at the news of this disaster.
	Cross the Sark.		
1½	ENTER SCOTLAND. *Dumfriesshire.*	33½	Easy rise.
1	Springfield.	34	Commonplace village of one street, built 1791, by Sir William Maxwell.
	GRETNA GREEN.	35	Junction of five roads. Keep sharp to left. (Described, pp. 66-68.)

ROUTE 143. STANHOPE TO NEWCASTLE-ON-TYNE

Miles from Newcastle-on-Tyne		Miles from Stanhope	
27	STANHOPE. *Durham.* Turn right. *Gradient* 1 in 8.		Leaving Stanhope in a westerly direction, turn right, road rising very steeply and lengthily.
26	Crawley.	1	The scenery from Crawley to Edmondbyers is particularly grand, the road rising.

Miles from Newcastle-on-Tyne		Miles from Stanhope	
	Fork of roads, keep right. *Blanchland*, 4¾ m.		Keep right at fork of roads (left to Blanchland, four and three-quarters miles), road continuing to rise for another two miles over the lonely and exposed Muggleswick Common, which attains an elevation of 1560 feet. Thence a steep descent of three miles to the approach to Edmondbyers, over the Burnhope Burn. The deserted lead-mines which are a feature of this district have a very dreary appearance.
	D *Gradients* 1 in 8.		
	Cross the Burnhope Burn.		Crossing the little stream, road rises into Edmondbyers.
20	Edmondbyers. *Blanchland*, 4½ m.	7	Quaint old-world village with numerous thatched cottages. Some Norman work in the church. The very interesting village of Blanchland is reached by a steep and rough road, with two gates across it, and a very steep descent on to Blanchland Bridge.
			Sharp descent to river Derwent.
18¾	Eddy's Bridge. Cross the Derwent. *Enter Northumberland.*	8¼	Sharp left and right turn over Eddy's Bridge.
17½	Carterway Head. *Tow Law*, 11 m. *Riding Mill*, 6½ m.	9½	

Miles from Newcastle-on-Tyne		Miles from Stanhope	
			Steep descent.
	Gradient 1 in 9.		
16¼	St. John's Church.	10¾	
			Long steep descent to a burn. Sharp rise and descent to Shotley Bridge.
14	SHOTLEY BRIDGE. Cross the Derwent.	13	Populous village or small town, picturesquely seated on the rugged banks of the Derwent. Numerous villas belonging to prosperous Newcastle people have somewhat modified the olden appearance of the surroundings, but Shotley Bridge is a pleasant place. Here is a small spa. In the last quarter of the seventeenth century this place became the home of a number of German sword-cutlers who had fled from a bitter religious persecution and brought their trade with them. Traditionally they came from Solingen, in the Duchy of Berg.
	Enter Durham.		
	Cross-roads, keep left. *Durham*, 15¼ m. ☞		Crossing the river Derwent, keep left at cross-roads. (Right to Durham, fifteen and one-quarter miles, see pp. 486-488.) The road now runs in a pleasant wooded valley parallel with the Derwent. Steep descent and rise to Ebchester.
12¼	Ebchester.	14¾	The place derives its name from dedication of church to St. Ebba, who is thought to have founded a convent here, *c.* A.D. 660. The church stands within the earthworks of a Roman station, probably the *Vindomera* of the Antonine Itinerary. Two Roman altars stand in the porch and another outside. (See pp. 488-489.)
	Hexham, 12¼ m.		

Miles from Newcastle-on-Tyne		Miles from Stanhope	
			General descent to Linzford.
	Cross the		
	Derwent.		
8¾	Linzford.	18¼	
			Rise, followed by sharp descents. Road goes parallel with north bank of the Derwent through pleasant scenery.
7¼	Rowland's Gill Railway Station.	19¾	South of the river, just past Rowland's Gill, is Gibside Park, the property of the Earl of Strathmore. The house dates from reign of James I., and the north front is unaltered. The column, conspicuous in the landscape, was erected 1757. It is 140 feet high, and was built by Sir George Bowes, to whom the property then belonged.
			Long rise, with descent to Winlaton Mill.
5	Winlaton Mill.	22	
4	Axwell Park Gates : Cross-roads, *Gateshead*, 4 m. ☞ *Blaydon*, 1½ m.	23	After passing gates of Axwell Park road bears round to left to fork of roads, where keep right and cross river Tyne by the Suspension Bridge.
3¾	Fork of roads, keep right (or straight on).	23¼	
3	Scotswood Bridge. Cross the	24	
	Tyne. *Enter Northumberland*.		
	Cross-roads.		Turn right at cross-roads after

Miles from Newcastle-on-Tyne		Miles from Stanhope	
	Turn right.		crossing Scotswood Bridge. Thence electric tramways into Newcastle-on-Tyne.
2	Paradise.	25	
	NEWCASTLE-ON-TYNE. (*Central Station.*)	27	(Described, pp. 347-348.)

Route 144. WEARHEAD TO HAYDON BRIDGE

Miles from Haydon Bridge		Miles from Wearhead	
19	WEARHEAD. *Durham.*		
	UP†		Road rises to fork of roads at "Cowshill" inn, where keep right.
18¼	"Cowshill" inn. Fork of roads, keep right. *Alston*, 10 m.	¾	(Left to Alston, ten miles, see pp. 494-495.) This is a poor road, as far as Allenheads.
	UP†		Steep ascent to the Durham and Northumberland boundary, rising to 1850 feet, followed by a fine run down through Allendale, with the little East Allen river parallel, on left, almost uninterruptedly to Allendale town.
	Gradient 1 in 11.		
16¼	*Enter Northumberland.*	2¾	
	DOWN		
	Gradient 1 in 13.		
14¾	Allenheads.	4¼	Allenheads is a lead-mining village amid the lofty fells.
	D DOWN		
	Gradient 1 in 8.		
14¼	Dirtpot.	4¾	Dirtpot is a small hamlet.
12	Spartylea.	7	Spartylea and Studden are small hamlets. The river Allen still runs on left.
	D DOWN		
	Gradient 1 in 9.		
8½	Studden.	10½	
	DOWN		
7	Allendale.	12	Population 3000. Centre of the lead-mining industry. Rather a dismal place.

Miles from Haydon Bridge		Miles from Wearhead	
	DOWN		Road descends to Catton.
	Junction of road from Coalcleugh, on left.		
5½	Catton.	13½	
	UP †		Rise to cross-roads, where keep straight on, road ascending steeply to Stublick old toll-house.
	Gradient 1 in 9. Cross-roads, keep straight on.		
	UP †		
3¾	Fork of roads, keep left. *Hexham*, 6½ m.	15¼	
3½	Stublick Toll House.	15½	
	DOWN		Road goes in moderate descent, inferior surface, under railway to
2¾	Cross-roads. Turn right. *Alston*, 14¾ m.	16¼	cross-roads, where keep right for Haydon Bridge. (See pp. 182-183.)
	HAYDON BRIDGE.	19	(Described, p. 508.)

Route 145. NEWCASTLE-ON-TYNE TO CARLISLE (BY HEXHAM)

[*This is by far the better road to Carlisle. Route* 146 *is shorter, but more hilly. It is, however, of great interest to the antiquary, following, as it does, the line of the Roman wall. For a far better exit from Newcastle, avoiding the slums of Paradise and Blaydon*, see below, Route 145A.]

Miles from Carlisle		Miles from Newcastle-on-Tyne	
58	NEWCASTLE-ON-TYNE. *Northumberland.* (*Central Station.*)		Leaving Newcastle from Central railway station, and past the Cattle Market, in company with the electric trams, along Scotswood road, the way lies past the great

Miles from Carlisle		Miles from Newcastle-on-Tyne	
			shipbuilding, ordnance, and general engineering works of Armstrong, Mitchell & Co. The surface, at first wood-pavement, and then macadam, is very bad.
56	Paradise.	2	Squalid neighbourhood, a dismal street of poor houses, apparently named in irony by some sardonic humorist.
55	Scotswood.	3	The place-name derives from the camping here of the Scottish army during the seventeenth century troubles.
	Fork of roads, keep left. SUSPENSION BRIDGE. Cross the Tyne. *Enter Durham.* Keep right. LEVEL CROSSING.		Keeping left at fork of roads cross the Suspension Bridge. Keep right at end of bridge. Very bad road-surface.
54	Blaydon. LEVEL CROSSING.	4	
	Fork of roads, keep right.		At fork of roads in Blaydon, keep right. Steep bank, followed by easier rise.
53	Stella.	5	
51¾	Ryton.	6¼	Prettily situated village, with Early English church on a wooded hillside. The church has a crypt built by St. Wilfrid, A.D. 678. Here is an Elizabethan rectory-house.
50¾	Crawcrook. Cross the Stanley Burn.	7¼	Left and right turn.

Miles from Carlisle		Miles from Newcastle-on-Tyne	
	Enter Northumberland.		
			Long incline.
48¼	Prudhoe.	9¾	Here are the massive ruins of the castle gatehouse, with a fine late thirteenth century orile window. The natural force of the Norman Umfravilles of Prudhoe abated, and the property passed by marriage to the Percy family, 1381. The situation, looking down upon the Tyne, is beautiful.
47	Mickley. Cross-roads, keep straight on.	11	At cross-roads keep straight on.
45¼	Stocksfield. Fork of roads, keep left. *Bywell*, 1 m.	12¾	Keep left at fork of roads. (Right to Bywell, one mile.) Ancient and interesting village on the other side of the Tyne, reached across a convenient bridge. It is a sweetly-pretty place, with the romantic ruins of a great castle keep of the Nevilles, never completed. Here are two churches, both of great antiquity.
43¼	Fork of roads, keep right. *Ebchester*, 7 m.	14¾	Keep right at fork of roads. (Left to Ebchester, seven miles, see pp. 488-489.)
42½	Riding Mill.	15½	Pleasant tree-shaded run beside the Tyne. The inn is an old mansion of the Boutflower family, built 1660. Here is a pack-horse bridge. Riding Mill is now a favourite residential district.
41¾	Corbridge Railway Station.	16¼	Keep sharp to left at Corbridge railway station.

Miles from Carlisle		Miles from Newcastle-on-Tyne
	Fork of roads, keep left. *Corbridge*, 1 m.	

The town of Corbridge is on the other side of the Tyne, here crossed by a bridge of seven arches, built 1674. It stands upon the site of the Roman *Corstorpitum*. Corbridge was burnt several times, by Wallace, 1296; by Robert Bruce, 1312; and by David II, 1346. Although "decayed," in the trading or market-town sense, it is a place of considerable tourist resort, being conveniently situated for exploring the fine Tyneside scenery. A market-cross, erected by the Duke of Northumberland, 1810, stands in the market-place. Hard by is the old town gaol, an ancient peel-tower. It contains a gruesome little stone-vaulted dungeon. Of the four ancient parish churches only one survives, that of St. Andrew, standing on site of a monastery which existed in A.D. 770. Considerable parts of it, including the tower, are Saxon. Chancel and transepts Early English. The nave arcades are of Early English character, cut out of Saxon original walling.

41	Level Crossing. Cross the Devil's Water.	17	Proceeding straight ahead from Corbridge railway station, and over level crossing, road crosses the Devil's Water, which runs down to the Tyne amid delightful woods and fairy-like glens. Above, on the left amid the trees, are the ruins of Dilston Hall, with neighbouring chapel. Dilston was originally a border castle of the Dyvelstones, to which was added a noble mansion, built by Sir Francis Radcliffe, *c.* 1616.
40½	Dilston New Town.	17½	His descendant, the unfortunate James, last Earl of Derwentwater, executed 1716 for his share in the Jacobite rebellion, is buried in the chapel. The sad fate of the unhappy Earl, goaded to an act of rebellion by his wife, affords a melancholy but romantic interest to the scene. His forfeited estates were conferred upon Greenwich

Miles from Carlisle		Miles from Newcastle-on-Tyne
37½	Hexham.	20½

Hospital, and remained the property of that institution until 1874, when they were sold by the Commissioners to Wentworth Blackett Beaumont, Esq.

Steep descent into Hexham, and rise up the street called Priestpopple.

Pop. 8417. The sturdy old town of Hexham has all the Northumbrian ruggedness we naturally look for, and is dominated by the massive central tower of that abbey which still hands down the ancient fame of St. Wilfrid.

Hexham is a busy as well as an ancient place, and its busy nature has unhappily of late years led to some modification of its antiquity. Much restoration and even rebuilding, not at all admirable, has also been in progress at the abbey, and lately the nave, utterly destroyed by the Scots in 1296, has been rebuilt. St. Wilfrid founded the monastery and church towards the close of the seventh century. He built his church of Roman building materials from *Corstorpitum*, as the existing Saxon crypt, generally acknowleged to be his handiwork, proves. The embittered ecclesiastical quarrels and violent acts of Wilfrid and his saintly contemporaries are grievous to the mere ordinary unregenerate man. We will therefore pass them by, together with the long and complicated story of the abbey. The crypt, the only existing part of the church built by St. Wilfrid, should be noticed. It compares with that at Ripon.

The existing building is of cathedral size and dignity, as it has every right to be, Hexham having been a bishopric from A.D. 680 to 821. It is indeed larger than Carlisle Cathedral. The choir and transepts, the finest remaining portions, are Early English of a noble type. Within the altar rails is the famous Frith Stool, considered to have been the seat of St. Wilfrid when Bishop of Hexham. It is hewn out of a single stone. This was for some centuries a sanctuary chair, similar to those of Beverley, Yorkshire, and Chewton Mendip, Somerset; these three frith or frid-stools, *i.e.* "seats of peace," being the only examples now remaining in England. The helmet hanging in the choir is that of Sir John Fenwick, slain at the battle of Marston Moor.

The long-ruined nave has recently been rebuilt. The extreme east end of the abbey is a nineteenth century restoration, in very poor taste.

In the north transept is a very fine and interesting sculptured Roman monumental slab to Flavinius, a cavalry soldier, who is represented in a St. George and the Dragon kind of group, an unfortunate and remarkably ill-favoured Briton enacting the trying part of the dragon, and being very handsomely ridden down and generally crumpled up. This relic was discovered in 1881. There are numerous highly interesting architectural details and monuments in the abbey.

Note the stairway in the south transept, which formerly led to the monks' dormitory. It is a very fine example.

The Market Square still retains some ancient features, including the grim old fourteenth century towers of the Moot Hall and the Manor Office, with picturesque external staircase. It was once the prison. Close by is the old Grammar School ; no longer a school.

The battle of Hexham, fought 15th May, 1464, two miles south-east, in the levels, was a Yorkist victory, the unfortunate Henry VI. and Queen Margaret escaping with difficulty from the stricken field. Her hiding-place, called "Queen's Cave," can be seen, situated on the Dipton Burn, near Blackhill Farm, which lies just beyond the racecourse.

Miles from Carlisle		Miles from Newcastle-on-Tyne	
	Blanchland, 11½ m.		(See pp. 517-518.)
	Rothbury, 31¼ m.		(See pp. 548-552.)
	Fork of roads, keep right.		Rising out of Hexham, keep right at fork of roads and then straight ahead ; road running beside the Tyne.
35¼	Coastley.	22¾	
33½	Wharnley.	24½	
30¾	HAYDON BRIDGE.	27¼	Quiet, cleanly village beside the six-arched bridge across the South Tyne, which can scarcely grow more picturesque and charming than it has been along the route already traversed, but at any rate fully maintains that character.

Miles from Carlisle		Miles from Newcastle-on-Tyne	
	Alston, ✉ 16¼ m.		(See pp. 182-183.)
	Cross the South Tyne.		Crossing the South Tyne, keep immediately left.
	Fork of roads, keep left.		
26½	Bardon Mill.	31½	Picturesque old rustic village.
23¾	Melkridge.	34¼	Ancient peel-tower in the village. Rather sharp left turn on entering Haltwhistle, and steepish ascent.
22	Haltwhistle.	36	Haltwhistle is a small market-town, of a rather grim, embattled aspect, many of the older houses having been built with an eye to defence against the Border reivers and cattle-thieves. The olden experiences of the town, in the way of sack and pillage, were very bitter. The Early English church contains a curious incised grave-slab of a Blenkinsopp, decorated with a sword and a pilgrim's staff and scrip, probably marking the resting-place of one who relinquished the paths of glory and became a pilgrim. Altar-tomb of John Ridley, 1562, brother of Bishop Ridley, the martyr, with rhymed epitaph :—

> "*Jhon Redle that sum time did be*
> *Then lard of the Wal Ton,*
> *Gon is he out of thes val of mesre,*
> *His bons lies under this ston*".

There are two peel-towers in Haltwhistle, and one of them is incorporated with the "Red Lion" inn.

The ruins of Bellister Castle are three quarters mile south of the town.

18	Greenhead. Junction of road from Newcastle-on-Tyne, by Chollerford, on right. Cross the Tippalt Burn.	40	

Miles from Carlisle		Miles from Newcastle-on-Tyne	
	Enter Cumberland.		
			Steep rise of three-quarters mile.
15	Temon.	43	
			Long descent, growing steep past "Coach and Horses" inn.
14	"Coach and Horses" inn.	44	
	Temon Bridge. Cross the		
	Temon Burn.		
13½	Middle Row. *Gilsland*, 3¼ m.	44½	Readers of Sir Walter Scott will recognise this as the "Guy Mannering Country".
12¼	Low Row Railway Station.	45¾	
12	Naworth Castle.	46	Naworth Castle, on right, is a seat of the Earl of Carlisle. The castle, which is a residence, is

most dramatically situated upon the brink of a ravine, thick with tangled woods, and is full of narrow passages and tortuous stairways, closed with heavily-armoured doors and massive bolts. This strong fortress was the home of the famous "Belted Will" of Border story, Lord William Howard, Lord Warden of the Marches, whose business it was to keep the Scottish raiders and the generally unruly and lawless of these debateable lands in subjection. His embattled surroundings stood him in good stead amid many dangers, and he died at last, peacefully, at the ripe age of seventy-seven in 1640. Much of the castle is of the fourteenth century. The Great Hall is shown, also "Belted Will's" chamber and library.

Near Naworth Castle is Lanercost Priory, a very early example of the Early English style. The nave is still used as a church; the rest is in ruins. To reach the Priory; when in the park instead of turning right, to the castle, keep left, and on leaving the park right.

Miles from Carlisle		Miles from Newcastle-on-Tyne	
10	Brampton.	48	Small town, with narrow and tortuous street, in a deep and narrow valley, between the rivers Irthing and Gelt. The prominent Mote Hill, seen on approach, is 360 feet high, and is crested with a statue of the seventh Earl of Carlisle. The church contains eight windows by Burne-Jones.
	Alston, 19 m. *Longtown*, 11 m.		(See pp. 495-497.)
	Fork of roads. *Carlisle by Warwick Bridge.* 9¾ m.		Alternative, and somewhat easier route to Carlisle at end of Brampton, by turning left at fork of roads.
7½	Hollin Stone.	50½	
	Cross the		
	Irthing.		
6¾	Ruleholme.	51¼	
4¾	High Crosby.	53¼	
4½	Crosby-on-Eden.	53½	
	Cross the		
	Crosby Beck.		
½	Stanwix.	57½	"Stanwix" means the "village

Miles from Carlisle		Miles from Newcastle-on-Tyne	
	Junction of roads. Bear left. Cross the Eden.		on the stones," *i.e.*, the Roman paved road. The Roman Wall passed by here. Bear left at junction of roads in Stanwix, and descend (electric tramways) to the river Eden, crossing the bridge into Carlisle. Gradual ascent to middle of the city, which is described, pp. 63-65.
	CARLISLE.	58	

Route 145A. NEWCASTLE-ON-TYNE TO CARLISLE (BY HEXHAM), AVOIDING PARADISE AND BLAYDON

58¾	NEWCASTLE-ON-TYNE. *Northumberland.* (*Central Station.*)		Leaving the Central Station proceed straight ahead, along Grainger Street for a short distance, and then to left, opposite church, following the tramways up the long steep Westgate Hill. Up the rise, where the tramways fork, keep right. In one mile from the Central Station the trams end. We now come to the "Fox and Hounds" inn.
56½	"Fox and Hounds" inn. Cross the Denton Burn.	2¼	
55½	East Denton.	3¼	Long steep descent to East Denton. Drive with care.
53¾	Walbottle.	5	
51½	Heddon-on-the-Wall. Bear left.	7¼	
48¾	Horsely.	10	

Miles from Carlisle		Miles from Newcastle-on-Tyne	
47½	WHITTLE BRIDGE. Cross the Whittle Burn.	11¼	
45	Cross-roads, keep straight on.	13¾	
41¾	Corbridge. Turn left. Cross the Tyne.	17	(Described p. 506.) Turn left in the town, on to Tyne Bridge. Then cross railway.
	LEVEL CROSSING. CARLISLE.	58¾	Thence to Carlisle as pp. 506-512.

ROUTE 145B. HEXHAM TO BELLINGHAM AND NORTH TYNE.

Miles from Bellingham		Miles from Hexham	
17	HEXHAM. *Northumberland.* Cross the Tyne.		(Described pp. 507-508.) Cross the Tyne Bridge and bear to left when roads divide. Half a mile on the right is the church of St. John Lee, standing on site of an oratory erected by St. Wilfrid. Here St. John of Beverley is said to have lived before becoming Bishop of Hexham. From here road ascends steeply to Acomb.
13	Wall. Cross-roads, keep straight on. Fork of roads, keep left.	4	Keep straight on at the cross-roads half a mile further on (do not cross Tyne). Road first crosses railway, then the Errington Burn, then the railway again at Chollerton Station. At fork of roads keep left. Chollerton has an in-

Miles from Bellingham		Miles from Hexham	
	Cross the Dryburn. *Otterburn* *Rothbury.* ☞		teresting little church, with a font cut out of a Roman altar. One mile turn left, cross railway and the Dryburn.

Just before crossing the railway here a good view is obtained of Haughton Castle on the other side of the river; built in thirteenth century by William de Swyneburn, treasurer of Margaret, the wife of Alexander III. of Scotland. After being owned by the Widdringtons for several centuries it fell into disrepair, but was restored over a century ago by a Mr. Smith. The walls are from eight to eleven feet thick, and the building viewed from the river presents a very stern and rugged appearance. In the reign of Henry VIII., Sir Thomas Swinburn had captured one Armstrong, chief of a clan of moss-troopers, and imprisoned him in an underground dungeon. Being called to York to give evidence in a matter before Wolsey, he remembered, after arriving there, that he had given no instructions for the prisoner's food; horror-stricken, he made his way straight back as fast as horseflesh could carry him, but arrived too late to save the wretched man who had starved to death and by whom the castle was in consequence haunted. A few hundred yards north-east of the castle are the ruins of a paper mill, built in 1788 by the Smith who restored the Castle; here were made a quantity of forged French notes, which were apparently sent with the Duke of York's expedition to Flanders in 1793. The ferry over the river here dates from Henry II.

9	Barrasford.	8	The road and the North British railway run parallel from here to Wark, the North Tyne flowing a little to the left. At fork of roads, one and a quarter mile, keep left, right for Gunnerton, just beyond the railway, near which place are extensive remains of British camps. Two miles beyond this turning, left of the road, is Chipchase Castle. Chipchase probably means the "Chepe" or market within the Hunting Ground. The village of Chipchase, dating back to Saxon times, has entirely disappeared.
7¾	Fork of roads, keep left. *Gunnerton.* ☞	9¼	

Miles from Bellingham		Miles from Hexham	
			The Castle consists of a thirteenth century keep with a very beautiful Jacobean house tacked on to it. Originally owned by the Omfravilles it passed, in the fourteenth century, into the Heron family, famous in Border history. It is probably the only house in England retaining its original portcullis in situ. The castle is at present in the hands of the Suffragettes; in other words, the present chatelaine is a well-known leader of that cause.
	Cross the North Tyne.		One and three-quarters mile past Chipchase is a right and left turn. Cross the river by an iron bridge and enter Wark.
5	Wark.	12	Turn right in Wark. Once the capital of Tynedale. The Sessions of the Scottish Courts and the Courts of the Liberties of Tynedale were held here. There are extant documents giving account of legal proceedings in 1279 and 1293, which throw a somewhat lurid light even on the everyday domestic habits of the dwellers here at that time. A proof of still greater antiquity is the Mote Hill; it was subsequently used as a guard fort. At Wark comes in an alternative road from Chollerford, which keeps on the west side of the river all the way.
3½	Housty Hill. *Gradient* 1 in 8.	13½	Very sharp rise of one in eight. After which the road crosses the high ground known as Ealingham-rigg Common before commencing the one and half mile descent to the river again.
¼	Cross the North Tyne.	16¾	Cross the bridge and turn sharp to right.

Miles from Bellingham		Miles from Hexham	
	BELLINGHAM.	17	Pronounced "Bellinjum". The modern capital of Tynedale. A plain, uninteresting little town. The church of St. Cuthbert is in early Norman style and has a massive roof of stone flags, a protection from fire. There is still something in the Bellingham atmosphere that faintly recalls its once lawless character, for the inhabitants of this valley were once known as "The Thieves of Tynedale". From here there is a choice of two routes :—

1. To the Newcastle and Jedburgh Road.

Turn right in Bellingham. Keeping up by the railway for a little way, a direct road of three miles joins the Watling Street at Woodhorn. Turn left here, and after six miles of very up and down road, join the main road from Newcastle to Jedburgh at Elishaw.

Four miles from Woodhorn, on left of road, is Troughend Hall, once seat of the Rede family. Present house dates from 1758.

2. Newcastle, Bellingham and North Tyne.

Leave Bellingham by same way as entered, cross bridge and turn sharp to the right with the river on the right. Past Hesleyside two miles. An undulating road of fair surface and a good many gates higher up follows close by the river and the railway past Kielder Castle, a shooting-box of the Duke of Northumberland's, to Deadwater, nineteen miles. All this district was the last haunt of the Border riever. The scenery up this valley is very fine and the district is a very lonely one. To the right is Peel Fell, 1975 feet, and to the left, Larriston Fell, 1600 feet. Half a mile past Deadwater the Scottish boundary-line is crossed. The road and accompanying railway bend round to the left, till emerging over a narrow humpbacked bridge, the New Castleton to Hawick road is joined four miles on. Turn left for New Castleton, ten miles, right for Hawick. The road to Hawick is very rough and steep and not to be recommended, though quite a possible route.

ROUTES TO BLANCHLAND.

1. From Stanhope—

	Miles	
		Leave Stanhope as in Route 143. At fork of roads, four and three-quarters miles, keep left—rather rough road over Dead Friars' Hill, followed by very steep descent (1 in 7-9) to Derwent Valley.
Cross the Derwent.		Cross the river and turn right—good road into Blanchland.
Blanchland.	9	

2. From Hexham—

		Turn left off Newcastle and Carlisle Road just past the turning into Market Place. At fork of roads, quarter of a mile, keep left. Steep climb out of Hexham for one mile and corresponding drop to Linnel's Bridge.
Linnel's Bridge. Cross the Devil's Water.	2	The Bridge dates from 1530, and just south of it was fought in 1464 the battle of Hexham Levels, between the Yorkists and Lancastrians, ending in defeat of latter; this was their last attempt at supremacy. The scenery in this neighbourhood is very charming. Up hill for three miles.
Fork of roads, keep right.	4½	At fork of roads, keep right.
Staley. Cross-roads, keep straight on.	5½	Cross roads, keep straight over, leaving village on left. Road descends for three-quarters of a mile. Then climb for two miles on to Blanchland Common, 1100 feet.
Cross-roads, keep straight on.	6	Cross roads, straight over.
Fork of roads, keep right.	7¾	At fork of roads, keep right.

	Miles	
	$9\frac{3}{4}$	Steep descent into Blanchland,
Blanchland.	$11\frac{1}{2}$	turn left by Church into village.

3. From Shotley Bridge—

		Same as route 143 to Edmundbyers, there keep right, road
		curving round Roughside Common (2 gates).
Blanchland Bridge.	$5\frac{1}{2}$	(From Edmundbyers) steep descent to Blanchland Bridge.
Cross the		
Derwent.		

4. From Riding Mill—

		Turn left off Newcastle-Carlisle Road at Riding Mill.
		Climb for two miles, first part
Gradient 1 in 10.		averages 1 in 10.
Scales Cross.	3	Short descent, further ascent of
		one and a half mile to undulating road to Carterway Heads; cross
Kilnpit Hill.	$4\frac{1}{2}$	roads, turn left, rather poor road now.
Barley Hill.	$5\frac{1}{2}$	Minster Acres gates on right; turn left [straight on for five miles would bring into Blanchland as in No. 2].
		Downhill for two miles to Derwent Valley.
	$8\frac{1}{4}$	Sharp left turn.
	$8\frac{1}{2}$	Enter Durham. Road ascends. At nine miles turn right.
Cross the		
Derwent.		
Blanchland.	12	Steep descent on to the ancient bridge.
		This very interesting and perhaps

unique village owes its existence to the Monastery of Norbertian or White Canons founded here in the twelfth century by Walter de Bolbeck. The Monastery was subsequently destroyed by a marauding band of Scots, who having lost their way in a thick fog were wandering on what was afterwards known as Dead Friars' Hill and who were unfortunately guided to the spot by the Abbey bell. After the dissolution the property came into the possession of the Forster family and subsequently, by his marriage with a Forster heiress, into that of Lord Crewe, Bishop of Durham in the eighteenth century. The peasantry out of the ruins had built houses for themselves following the lines of the Abbey quadrangle, consequently the present village forms a square, very much resembling, as Besant says, a decayed college. On the north side is a thirteenth century gateway, and to the east the old manor house of the Forsters, incorporating another thirteenth century tower and part of the refectory; this is now the Lord Crewe Arms Hotel, which may be recommended as a very comfortable inn. The parish church was rebuilt from the Abbey ruins by Lord Crewe's Trustees in 1752.

For details of Blanchland, cf. Besant's "Dorothy Forster". The scenery in the neighbourhood is most picturesque and the spot a most interesting one.

Route 146. NEWCASTLE-ON-TYNE TO CARLISLE

Miles from Carlisle		Miles from Newcastle-on-Tyne	
56	NEWCASTLE-ON-TYNE. *Northumberland.* (*Central Station.*)		Leaving the Central Station proceed straight ahead, along Grainger Street for a short distance, and then to left, opposite church, following the electric tramways up the long steep Westgate Hill. Up the rise where the tramlines fork keep to right. In one mile from the Central Station the trams end. We now come to the "Fox and Hounds" inn, and long steep descent to East Denton. Drive with care.
53¾	"Fox and Hounds" inn. Cross the Denton Burn.	2¼	The Denton Burn runs in one of the picturesque denes of this district.

Miles from Carlisle		Miles from Newcastle-on-Tyne
52¾	East Denton.	3¼
51	Walbottle.	5

The place-name is of Saxon origin, and indicates the "botel," or abode, on the wall. The Roman wall is, of course, referred to. In the garden of Walbottle Dene House is a "mile-castle".

The present route to Greenhead (thirty-eight miles) and Route 145 (pp. 509-512) from Greenhead to Carlisle, closely trace the course of the great Roman Wall which ran across the country from sea to sea: from Wallsend on the Tyne, between Newcastle and North Shields, to Bowness on the Solway Firth, in all seventy-three miles. The interest of the remains will compensate for the hilly nature and the wildness which the road in places assumes.

The general character of the Roman Wall may here be summarised. Usually ascribed to the Emperor Hadrian, in A.D. 120, this remarkable work was intended to secure the northernmost limits to which Roman colonial ambition at that period attained; although at an earlier, and again at a later period, the "forward policy" of Rome had led to the overrunning of the south of Scotland, where traces of the "Wall of Antoninus," originally built *c.* A.D. 81, by Julius Agricola, and remodelled in the reign of Antoninus Pius, A.D. 139, may be traced in Lanarkshire, some ninety miles north. Eventually the Romans had to content themselves with this present line of frontier, and abandoned the courageous but hazardous attempt to colonise Caledonia; and here they maintained a garrison and watch and ward over the northern marches for 300 years. The Wall was in general twelve feet high, and varied from six feet to nine and a half feet thick. The abundant remains prove it to have been constructed of roughly squared blocks of stone rudely grouted with semi-liquid mortar. In advance of the Wall, where no natural precipices or gullies afforded a ready-made defence against the north, a ditch was excavated and a turf bank or vallum extended along the south side of the stone wall. Along the whole length of these defences ran military roads; and at intervals of about four miles were stations, or garrison-towns, upon the Wall itself, with watch-towers, generally known as "mile-castles," at distances of about one mile. The present

road was constructed by General Wade, that worthy eighteenth century successor of the road-makers of Imperial Rome, as a military work intended to facilitate the defence of the North of England in the event of any further Jacobite risings. It follows the Roman road to some degree, but not slavishly; being built on it as far as Carrawburgh, twenty-four and three quarters miles, and afterwards parallel, on lower ground.

Miles from Carlisle		Miles from Newcastle-on-Tyne	
48¾	Heddon-on-the-Wall.	7¼	Approaching the village, one of the "mile-castles" of the Roman Wall is seen on left. The village itself is built along the line of the vallum. The church, dating from Saxon times, is chiefly Norman, and has a stone-vaulted chancel of that period.
	Hexham, 12¼ m.		NOTE.—The general traffic between Newcastle and Carlisle branches off here, at Heddon-on-the-Wall, to the left and goes through Hexham. The surface of the road detailed below is very bad from this point to Greenhead, where the route by Hexham comes in, and it can be recommended only to those who wish to see the Wall.
47¾	Rudchester.	8¼	The road here crosses site of the Roman station of *Vindobala*, of which but few indistinct traces remain.
	Stamfordham, 4½ m. *Wylam Railway Station*, 2¾ m. UPT *Gradient* 1 in 9.		
45¼	HARLOW HILL.	10¾	Harlow, *i.e.* Harelaw, the "Hill of the Army". Fine views over surrounding country. The eight reservoirs of

Miles from Carlisle		Miles from Newcastle-on-Tyne	
	DOWN *Gradient* 1 in 9.		the Newcastle and Gateshead waterworks at Whittle Dene, on left, cover in the aggregate 150 acres. Welton Hall, half a mile south, is entirely built of Roman stones.
43¾	East Wall Houses: ("Robin Hood" inn.)	12¼	
42¾	West Wall Houses. Fork of roads, keep right. *Corbridge*, 4 m.	13¼	Keep right at fork of roads. (Left to Corbridge, four miles.)
42½	Matfen Piers. *Matfen*, 2 m.	13½	Site of a mile-castle.
	UP†		
41	Hunnums, or Halton Chesters.	15	Remains of Roman station one mile further, and half a mile south is Halton Castle, thirteenth century.
39½	STAGSHAW BANK. ("Errington Arms" inn.) Cross-roads, keep straight on. *Corbridge*, 2¾ m. *Elishaw*, 19¼ m.	16½	Here are held the Stagshaw Bank cattle-fairs. Keep straight on, past the "Errington Arms" inn. The cross-road is the Roman road known locally as "Watling Street".
	UP†		Passing the Stanley plantation, 873 feet above sea-level, some fine surviving stretches of the ditches of the Roman wall are seen.
36¾	St. Oswald's.	19¼	The Chapel of St. Oswald, rebuilt 1737, on right, stands upon the site of the battle of Heavenfield (Hefenfelth), A.D. 635, in which the Christian King Oswald of Northumbria, with a small force,

Miles from Carlisle		Miles from Newcastle-on-Tyne	
			defeated the heathen Britons under Ceadwalth. The history of these things and the marvels attendant upon them are duly set forth by the venerable Bede.
	D		Long steep descent begins, leading down to bridge over the North Tyne at Chollerford.
	Gradient 1 in 8.		
	Brunton House.		
35½	Low Brunton. Cross-roads, keep straight on.	20½	
	Hexham, 4½ m. *Rothbury*, 26½ m.		(See pp. 548-552.)
35	CHOLLERFORD BRIDGE. Cross the North Tyne. Fork of roads, keep left.	21	The remains of the Roman bridge, of which two piers are visible at low water, are half a mile below the present bridge. The "George" hotel good and picturesque. Keep left at fork of roads immediately after crossing the river.
			Long three miles' rise begins.
34½	Chesters.	21½	In the grounds of Chesters, seat of the Clayton family, are the important remains of the Roman station *Cilurnum*, which have been diligently explored and excavated, yielding many relics. Admission is courteously granted on Tuesdays and Saturdays. This was the largest station but one on the Wall, five acres in extent.
	Gradient 1 in 8.		
34	Walwick.	22	
31¼	Carrawburgh.	24¾	Site of the Roman station *Procolitia*, now unoccupied. Many "finds" have been made here,

Miles from Carlisle		Miles from Newcastle-on-Tyne	
			notably a great mass of coins and various articles mixed in an indiscriminate heap at the bottom of a Roman well, into which they had evidently been thrown at the time when the station was overwhelmed by the barbarian hordes from the north.
30½	Carraw.	25½	Farmhouse, formerly a summer holiday resort of the Priors of Hexham.
			The road now leaves the cultivated districts and enters upon a wild and lofty moorland solitude, the Roman wall running prominently at distances of from a half mile to one mile on right, following the bold ridges and descending into the hollows of these outlandish surroundings.
28	Sewingshields.	28	*I.e.*, the "cottages or huts ('shiels') on the fosse". Wild legends of King Arthur are associated with the scanty remains of a wall castle at this point.
27	New Beggar Bog.	29	
26¾	*Housesteads.* ☞	29¼	The deeply interesting remains of the Roman station, *Borcovicus*, are situated to the right, on a hill-top otherwise occupied only by a solitary farmhouse. "Housesteads," as this Roman site is known, occupied five acres, and was garrisoned by a cohort of 1000 men. The situation is extremely lonely, and Stukely, the antiquary of the eighteenth century, aptly likened it to "Tadmor in the wilderness". But it was once a busy place, for, besides the soldiers, there must have been a considerable population.

That *Borcovicus* was a place of some culture and of architectural dignity is quite evident in the discoveries made and in the remains of the Forum still existing. Four lakes, Crag Lough, Bonnyrigg, Greenlee, and Broomlee, lie down below Housesteads at intervals, and helped in those remote times to assure the safety of the wall, which itself is seen to occupy steep places that here and there become precipitous, affording a natural

frontier. Greenlee Lough covers about 100 acres, and is a great haunt of wild-fowl.

The ruins here are more extensive and in better preservation than at any other of the stations. Near the north gateway is a large stone trough, use unknown. The quaint local theory is that it was used by the Romans for washing their Scots prisoners.

Miles from Carlisle		Miles from Newcastle-on-Tyne	
	Grindon Lough.		Leaving Housesteads, Grindon Lough is seen to left of the road.
24½	"Twice Brewed" inn.	31½	Old-time resort of the carriers along this road before railways ruined their trade. It is no longer an inn. Just beyond this point the Wall crosses Winshiels Crag, 1230 feet, the highest point attained by it.
21	*Great Chesters*, ¾ m. DOWN D *Gradient* 1 in 10.	35	Roman station, *Æsica*. Steep descent into Greenhead. The striking hills known as the "Nine Nicks of Thirlwall," are prominent to the right.
18	Greenhead. Junction of road from Newcastle-on-Tyne, by Hexham, on right.	38	Greenhead to Carlisle, as pp. 509-512
	CARLISLE.	56	

Route 147. NEWCASTLE-ON-TYNE TO EDINBURGH BY CARTER BAR, JEDBURGH, AND LAUDER

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
103¼	NEWCASTLE-ON-TYNE. *Northumberland.* (*Central Railway Station.*) UP†		Proceeding from the Central railway station, by Grainger Street (electric tramways), turn to left, past Grey's Monument, and along Blackett Street, and then straight ahead, rising up Gallowgate and Barrack Road to the Barracks, and over the cross-roads. The

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
			road then skirts Town Moor. Bear left, and then uphill to Cowgate (which consists of a few houses and a ruined windmill).
101¾	Cowgate.	1½	At fork of roads by the old
100½	*Kenton Bar.* Fork of roads, keep right. *Stamfordham,* 10¾ m.	2¾	toll-house of Kenton Bar keep right. (Left to Stamfordham, ten and three-quarters miles.)
100¼	*Kenton.*	3	Or "Kyngton". Here is a quarry producing stone whence Newcastle grindstones of some celebrity are cut.
			Succession of smart rises and falls.
98¼	Woolsington.	5	
	Cross the Ouseburn.		Crossing the Ouseburn the road grows easier.
95¾	Ponteland.	7½	Village prettily situated on the river Pont. The few and scarcely interesting remains of the castle are on the right after crossing the bridge next the "Blackbird" inn. They are in use as a cattle-shed. Opposite stands the church, Norman, Early English, and Decorated. The vicarage is an old fortified house. Keep straight through Ponteland and under railway bridge.
	Cross the Pent.		
	Morpeth, 12¼ m.		Gradual rise. Road not so good past Ponteland.
94½	*Stamfordham,* 6½ m.	8¾	

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
91¾	"Highlander" inn.	11½	
89¾	Belsay.	13½	The village is quaint, a row of stone houses with a piazza in front. Belsay Castle, in park on left, was built, 1371, by John de Middleton. The ruins consist of a keep about fifty feet square. The adjoining Jacobean mansion dates from 1614. The modern mansion is delightfully situated in view of these romantic buildings and amid beautiful craggy gardens.
	Fork of roads, keep left. *Morpeth*, 9 m. 🚂 *Scots' Gap*, 7 m. 🚂 Cross the Blyth.		Keep left at fork of roads leaving Belsay. (Right to Morpeth, nine miles, and to Scots' Gap, seven miles.)
86¾	*Shafthoe Crags*, ¼ m. 🚂	16½	Good run from Belsay, passing in three miles the imposing Shafthoe Crags, one-quarter mile right, a rugged outcrop of sandstone and millstone grit, rising to about 700 feet above sea-level. These rocky heights are the site of a prehistoric camp. Here is also a cave known as "Shafthoe Hall". Looking upon the steps leading to it is a huge cleft rock known as the "Tailor and his Man". This eerie spot was the haunt of salt-smugglers in the old days; a rift in the crags, on the north side, being still known as "Salters' Nick". A deserted Roman road, locally known as the "Devil's Causeway," goes off to the north east.

On the left of the road is Capheaton Hall, one-half mile distant, in its beautiful park. A very fine avenue further along the road is a great feature of the demesne. The Swinburnes, kinsfolk of the late poet, Algernon Charles Swinburne, have been seated here for about six hundred years. The Hall, which was rebuilt, 1668, has some priests' hiding-holes.

84¼	Cross-roads, keep straight on.	19	Keep straight on, over cross-roads.

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
	Rothbury, $14\frac{3}{4}$ m. *Hexham*, $16\frac{1}{2}$ m. *Kirkharle*, $\frac{1}{2}$ m.		(See pp. 548-552.)

Small Decorated church, with two "low side" windows. Near by stands a stone with the inscription: "This New stone was Set up In the place of an old one by Sr William Loraine Bart. in 1728.

In Memory of Robert Loraine his Ancestor Who was Barbarously Murderd in this place by the Scots in 1483 for his good fervice to his Country againft their thefts & Robberys As he was returning home from the Church Alone Where he had been at his private Devotions."

Little Harle Tower, on right, is a modern mansion incorporating an ancient peel-tower.

	Cross the Wansbeck. *Kirkwhelpington.*		Church is Early English, situated on a height overlooking the Wansbeck.
$81\frac{1}{4}$	Knowesgate Railway Station.	22	Road rises sharply to Knowesgate railway station, and onwards to Otterburn; the scenery growing of a wild, open moorland character.
$78\frac{1}{4}$	The Ottercops.	25	"The Ottercops," or "Ottercaps," about 1000 feet, is the name given to a very bleak ridge which stretches across the road and runs chiefly away to the right in a north-easterly direction. Extensive views over the moors, towards the Cheviot Hills, open out from the summit.
			Fine run down, followed by a steep rise and rather steep descent into Otterburn.

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
74¼	*Elsdon*, 2½ m. ✉	29	Elsdon, though now only a small village, grouped round an extensive village green, was once a market town of considerable importance with a weekly market and an annual fair. The church of St. Cuthbert is of fourteenth century date, and is said to mark one of the resting-places of that saint's body, in its many wanderings. Here is also an ancient fortified parsonage, opposite which are the Mote Hills, about seventy feet high, supposed to have been used for religious ceremonies by the remote Celtic inhabitants.
73¼	Otterburn.	30	About one mile north of the village, and all round about, in the then marshy ground beside the river Rede, now meadowland, was fought the moonlight battle of Otterburn, or "Chevy Chase," on the night of 19th August, 1388. The forces engaged were those of Harry Percy ("Hotspur") on the English side, and of the Earl of Douglas on that of the Scots. The fight was a direct result of the unsuccessful siege of Newcastle by the Scots. The English, under Percy, came up with the retreating force at Otterburn. They numbered about 8000, and surprised the Scots in camp. This fight, the most famous of the battles along the Border, was largely a contest in chivalry between the two leaders, Percy and Douglas. Some 1800 were killed and wounded on the English side, according to Froissart; but, according to the famous old ballad:—

> "*There was slain upon the English part,*
> *For truth, as I you say,*
> *Of nine thousand Englishmen,*
> *Five hundred cam away.*
> *The other were slain in the field,*
> *Christ keep their souls from woe;*
> *Seeing there were so few friends,*
> *Against so many a foe.*"

That is to say, five hundred more were killed than were present on the English side, and five hundred more "came away"!

Both sides claimed a victory, but Douglas was killed and Percy was taken prisoner.

The place where Douglas fell is marked by a cross in a fir-plantation, one mile beyond the village, on the right of the road. It is known locally, with a lamentable confusion of thought, as "Percy's Cross".

Otterburn Tower is a modern mansion on the site of the ancient peel-tower.

The wild, rather dreary looking district of Redesdale, in old days vied with Tynedale in deserving a name for all that was lawless and evil, so much so that the Incorporated Merchant Adventurers of Newcastle prohibited their members from receiving any person born in Redesdale or Tynedale as an apprentice, which law remained in force until 1771. Even down to the nineteenth century the inhabitants were notorious for their wild and unruly character.

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
	Rothbury, 15 m.		
			Steep ascent to Elishaw, the river Rede flowing down from Redesdale parallel with the road, on left.
70¾	Elishaw.	32½	Above the Rede, close to the junction of road from Woodburn and Corbridge, is a stone bench, inscribed: "In these fields, on the 19th of August, 1388, the battle of Otterburn was fought, and deeds were done which in the noblest of English ballads live immortally recorded."
	Woodburn, 6 m. *Corbridge*, 20 m.		
69¼	Horsley.	34	The road up along Redesdale now grows wilder and more lonely. The whole of this district teems with legends and reminiscences of border forays.
68¼	Rochester.	35	The hamlet of Rochester is the site of the Roman station of *Bremenium*, along the line of the

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
			Roman road from Corbridge (*Corstorpitum*) to *Ad Fines*, on the Border. The Roman station occupied the level summit of the bluff upon the right, and extended to about four acres. It is now a grassy space, with two old peel-towers and a few recent cottages. The Roman walls remain in part, and are twenty feet thick and in some parts ten feet high.
	UP†		The road now begins to rise more steeply.
67½	Birdhope Craig.	35¾	Shooting-box, on right. Here is an old Presbyterian meeting-house.
63¾	Byrness.	39½	Hamlet. "The Byrness" is the substantial farmhouse, amid trees, above the road, the centre of a very extensive sheep-farm, and headquarters of a locally famous kennel of foxhounds.
	UP†		
62¼	Catcleugh.	41	The river Rede has here been formed into a great reservoir for the water-supply of Newcastle and Gateshead, and presents the appearance of a lake, one and a half mile long.
			Catcleugh, which means "narrow vale," or hollow, is the name of an old farmstead on right. The valley of Redesdale here narrows, and the Rede, which rises up on the southern shoulders of Carter Fell, is a mere brook.
	DOWN		Road sharply descends through Deep Cleugh to Whitelees.
59¾	Whitelees.	43½	Wayside hamlet, where the final ascent begins, to Carter Bar, over the bleak fell. The road is well engineered: gradient only about 1 in 18. The views into
	UP†		

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
			Scotland and back into Northumberland are exceptionally fine.
57¾	Carter Bar.	45½	"Carter Bar" is now nothing but a name, for the old toll-house which stood here in the days of turnpike-toll has utterly disappeared, only the ruins of an abject shed marking the border-line between the two kingdoms. The level of the Cheviots above the sea is at this point 1404 feet.
	ENTER SCOTLAND.		
	Roxburghshire.		
	Fork of roads, keep right.		Keep right at fork of roads. (Left to Hawick, fifteen and a half miles; road grass-grown for about two miles; otherwise in fair condition, with very pretty scenery. Some bad hills, about half-way to Hawick: gradient 1 in 15.)
	Hawick, 15½ m.		
			Road descends, freely winding down the fell-sides.
55¼	Broombaulks Farm.	48	
			Continued general descent, past Edgerston church, to Camptown; so little of a town that it may well be passed without noticing. Here the stark, shivery sides of the gaunt fells begin to be exchanged for the gracious foliage of the valley of the Jed Water.
54¼	Edgerston Church.	49	
53¼	Camptown. Cross the	50	
	Jed Water.		
52¼	Old Jedward Farm.	51	This is supposed to be the site of a former town of Jedburgh.
52	Cleethaugh.	51¼	Intermediate short sharp rise.
51¼	Mossburnford.	52	The road makes a double bend at Mossburnford.
49¼	Langlee.	54	On the right is Ferniehurst

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
			Castle, in its park. It is a residence, incorporating much of the fifteenth century fortress of the Kerrs, and is highly picturesque.
	Cross the Jed Water.		Narrow bridge across the Jed Water.
48¼	Hundalee.	55	
	Cross the Jed Water.		The river is twice again crossed on the way into Jedburgh.
47¼	Jedburgh.	56	Pop. 3136. The county-town of Roxburghshire. It stands in a charming valley, on the Jed Water, and besides the grand old Abbey church, founded by a Bishop of Lindisfarne, A.D. 845, has a parish church, built 1874, by the Marquis of Lothian, expressly for the purpose of leaving the noble old ruined pile unharmed by the well-meaning, but generally woefully misguided, efforts of the "restorers". The Abbey was founded about 1140 by that saintly sovereign, David I. of Scotland, who would appear, by all accounts, to have discovered a specific for every ill his kingdom suffered. It was the founding of Abbeys. Almost as surely as every ruined Castle was battered by Cromwell, so was every Scottish Abbey founded by David I. The reverse of this practice was found to be the specific in the middle of the sixteenth century, when the Reformers saw a sure cure for every malaise of the body politic in dinging down these venerable edifices. The Abbey Church of Jedburgh is in very good preservation, and displays Norman and Early English work of great vigour and boldness. The lofty tower commands wide views. The north transept displays later work, and is of the Decorated period. The interior is not usually shown, it being used as the burial-chapel of the Kerrs, Marquises of Lothian. The Abbey garden is very beautiful.

Antiquity is enthroned visibly in Jedburgh, in spite of its modern developments in the way of County Hall and other public institutions. In the Market Place, for example, we have the old Gatehouse, and in many a nook and corner are quaint survivals. In Queen Street is the old house with curious turret

in which Queen Mary stayed when ill of a fever, in 1566. From it she rode on one occasion to Hermitage and back in one day, a journey of fifty miles, to visit Bothwell. At No. 9 Castlegate is still pointed out the house where Prince Charlie slept, in 1746. The townsfolk, already tired of that kind of romance which brings war and desolation with it, wished him and his hairy-legged Highlanders anywhere else.

The imposing castellated building overlooking the town is the prison, built 1812, on site of the old castle. "Jeddart" justice consisted in hanging a man and then trying him! The bridge at foot of Canongate is of great antiquity.

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
	Cross the Jed Water. Cross the Jed Water.		Descending from the town, the road crosses the Jed Water, and again crosses it in a further half mile near Jedburgh railway station.
46½	Jedburgh Railway Station.	56¾	
			Slight descent and rise to fork of roads at Bonjedward.
45¼	Bonjedward. Fork of roads, keep left. *Kelso*, 9¼ m.	58	Keep left at fork of roads. (Right to Kelso, nine and a quarter miles, see pp. 815-817.)
44	Ancrum Bridgend. Fork of roads, keep right. *Hawick*, 10¾ m. *Ancrum*.	59¼	Keep right at fork of roads at Ancrum Bridgend. (Left to Hawick, ten and three-quarters miles, see pp. 817-818.) The village, on left, which retains its ancient cross, is pleasantly situated on the Ale Water, which runs between craggy sandstone banks full of caverns.

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
41¾	Lilliardsedge.	61½	Lilliardsedge, or Ancrum Moor, was the scene in 1545 of a defeat of English raiders who were returning home heavy laden with stolen property. There were 3000 of them, and they lost the property and many of them their lives.
	DOWN		Sharp descent, then over cross-roads into St. Boswell's Green.
	Cross-roads, keep straight on. *Kelso*, 10¼ m. *Selkirk*, 8¾ m.		(See pp. 807-809.)
39¼	St. Boswell's Green.	64	Scene of great July sheep-fair. But for the tourist—and especially for the literary pilgrim—the place is interesting as a means of approach to Dryburgh Abbey, seen on the right amid surrounding trees on the other side of the river Tweed. [To reach the Abbey proceed along the main road, past St. Boswell's Green, for about half a mile. Then turn right, and cross a footbridge over the Tweed, and when road branches, keep right.] In the Abbey lies the great novelist and poet, Sir Walter Scott (died 1832). The hallowed scene is reached along to the right, and then to left across a suspension footbridge. The stately ruins are situated in private grounds belonging to a residence of the Erskines and 6d. is charged for admission. The dark yew trees encompassing the venerable walls render them more than commonly reverend in appearance.

The Abbey was founded by Hugo de Morville, and confirmed by Charter of David II., and was burnt in the English invasion of 1322 under Edward II. Rebuilt soon afterwards, the English in 1544 again burnt it, and those being cataclysmal times for Episcopacy and the Romish faith, Dryburgh was never again put in repair. Of the Abbey church very little is left beyond the north transept and its aisle; the west door of the utterly destroyed nave; the chapel of St. Moden leading out of the south transept, and the unspoiled Chapter House. Of the domestic buildings, the refectory gable, with its beautiful circular window, remains. Sir Walter Scott's tomb is in the north transept aisle, known as the Chapel of St. Mary. Around him and his family lie also the Erskines, but it is not to see their

memorials that thousands of visitors come every year to Dryburgh. No, they come to see the tomb that bears the inscription, "Sir Walter Scott, Bart., Died September 21, A.D. 1832".

On the hilltop, a little to the north of the Abbey, is a statue of Wallace.

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
38	Fork of roads, keep left. Newton St. Boswells.	65¼	Proceeding from St. Boswell's Green, keep left at fork of roads. "St. Boswells," as it is called "for short," takes its name from a certain, or uncertain, prior of Melrose Abbey who flourished in the seventh century. The Eildon Hills, the Roman *Tremontium*, rise less than two miles on the left, and are particularly striking, both because of their starting up suddenly from the level plain and from the three very remarkable peaks they disclose. The singularity of these hills has always impressed the imagination, hence a story of magic incantations was ages ago invented to account for their being thus triply cleft. The loftiest of them rises to 1385 feet. Eildon Hall, a seat of the Duke of Buccleuch, stands prominently up in advance of the hills.
37½	Fork of roads, keep right. *Galashiels*, 6¼ m.	65¾	Road rises and passes the railway to fork of roads, where keep right. (Left to Galashiels, six and a quarter miles, see pp. 818-821.)
	Fork of roads, keep right. Cross the		Rise and descent, across railway. Keep right at fork of roads, and immediately cross the Tweed, and immediately again pass over cross-roads.
	Tweed.		
36	Leaderfoot. Cross-roads, keep straight on. *Kelso*, 10¾ m. *Galashiels*, 5¾ m.	67¼	(See pp. 805-807.)

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
			Long rise and descent.
34¼	Fork of roads, keep right. *Lauder*, direct left. Cross the Leader Water.	69	
33½	Earlston.	69¾	Formerly "Ercildoune". Here was born Thomas the Rhymer, or "Thomas of Ercildoune," the first Scottish poet, and a mighty prophet. He died about 1286. The "Rhymer's Tower" still stands near the river. Keep to left in Earlston. The road which runs parallel with railway leads to Greenlaw and Duns. Road rises and descends, and in a further three and a quarter miles again crosses the Leader Water, thence rising to Lauder.
	Cross the Leader Water. *Enter Berwickshire.*		
26½	Lauder.	76¾	There is little of note in the small town of Lauder, which is perhaps chiefly remarkable for the beautiful park of Thirlestane Castle (seat of the Earl of Lauderdale) on right. The mansion dates from 1672, but retains an ancient tower, said to be of the thirteenth century. There have, however, been desperate doings here, notably in 1482, when the Scottish nobles, always distinguished for mingled ferocity and jealousy, seized Cochrane, who was a favourite of James III. and occupied the positions of architect and minister of State. They hanged him from the bridge in sight of the King. This would appear to be a warning to architects not to aspire to statesmanship.

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
	Coldstream, 22¼ m.		(See pp. 802-805.)
	Duns, 18 m.		
	Fork of roads, keep right. *Stow*, 5¼ m.		Keep right at fork of roads on leaving Lauder. (Left to Stow, five and a quarter miles.)
			Easy incline up the Leader valley.
	Fork of roads, keep right. *Oxton.*		Keep right at fork of roads, approaching Carfraemill, with the Leader Water on right.
22½	Carfraemill inn. Cross-roads, keep left.	80¾	Keep to left at Carfraemill cross-roads.
			After a level interval, the road begins to rise in a gradual incline up to the Lammermuir Hills. The rise extends for three and three-quarters miles with an intermediate dip. The road is well engineered over these hills, the gradients being only about 1 in 20.
18	Huntershall.	85¼	Here the descent begins, and the border from Berwickshire into Edinburghshire is crossed, the road then bending round to left, down Soutra Hill. The views from the summit of the Lammermuirs are of the grandest, the widespreading Firth of Forth stretched out down below and the dark Peeblesshire moors ranging away on the left. Scotchmen declare this to be the "second finest view in the world". What they consider to be the very finest has not been ascertained. It is doubtless somewhere in Scotland.
	Enter Edinburghshire.		
	Soutra Hill.		
15¼	Fala.	88	

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
	Cross the Fala Burn.		
11¾	Pathhead. Cross-roads, keep straight on. Fork of roads, keep right.	91½	At the end of Pathhead, keep straight on, over cross-roads, and then to right at fork.
	Cross the Tyne.		Descending through the village, the road crosses the Tyne Water at a great height, over a lofty bridge, with the park of Oxenfoord Castle, seat of the Earl of Stair, down below, on right. Up, past Cranston church, and then gently down, past Fordel
10¾	Cranston Church. *Haddington*, 10 m.	92½	Mains, along a pleasant wooded road, we descend to Dalkeith.
7¼	New Mills Bridge. Cross the South Esk.	96	Crossing the South Esk, a short sharp rise follows, into Dalkeith. Keep to right into the town, along South Street into High Street. This is a difficult town to find one's way through. Be careful not to go *too* far down to the right, for the street ends in the gates of the Palace.
6¾	Dalkeith.	96½	Pop. 7502. The situation of Dalkeith is, or originally was, one of great beauty, and the fine park belonging to the Duke of Buccleuch still forms a noble feature, away along the river, to the right, but the old town of Dalkeith itself, through which the road runs, is an effect of grime and squalor. Tanneries, coal-mines, ironworks,

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
			etc., produce this undesirable result.
	Gilmerton, 4½ m. *Musselburgh*, 4½ m.		
	ECHO BANK.		Leaving Dalkeith from High Street, the road descends Echo Bank and crosses the North Esk. Then, rising, keep to left immediately on passing the river, and round to right. At the summit the entrance to Dalkeith Palace is passed. Keep right after passing railway, and at fork of roads quarter of a mile further keep left.
	DOWN		
	Cross the		
	North Esk.		
	UP†		
	keep right. Fork of roads, keep left. *Musselburgh*		
	UP†		Road now rises gently and proceeds through an avenue to Todhills, and thence under the railway bridge and past Danderhall, which consists of some scattered houses.
5	Todhills.	98¼	
	UP†		Again rising easily, we pass the lodge-gate of Edmonston House, on right, and descend to Little France, which is supposed to take its name from the French retainers brought over from that country by Mary, Queen of Scots, 1561, when she came to reside at Craigmillar Castle.
4¼	Edmondston Lodge.	99	
	DOWN		
3¼	Little France. Cross the	100	
	Burdiehouse Burn.		
	UP†		Easy incline to the woods of Craigmillar. The Castle ruins

Miles from Edinburgh		Miles from Newcastle-on-Tyne	
	Craigmillar Castle.		are away to the right, on their hilltop. The place is one of tragic memories and dark deeds. Here died the Earl of Mar, brother of James III., in 1477, not without suspicion of being murderously bled to death; and here Mary, Queen of Scots, resided while the murder of her husband, Darnley, was plotted, doubtless with her full consent. Here, too, she was brought back, a prisoner, after the battle of Carberry Hill.
			Easy descent to Bridgend.
2½	Bridgend. Cross the	100¾	
	Duddingstone Burn.		
2¼	Cameron Toll.	101	Crossing under the railway at Cameron Toll, we now enter the streets of Edinburgh; rising past the cemetery to Parkside.
1¼	Parkside.	102	Keep to left at Parkside, descending East Preston Street, and then to right, along Clerk Street (electric tramways), Nicholson Street, and South and North Bridges, to the General Post Office.
	EDINBURGH. (*G.P.O.*)	103¼	(Described, pp. 364-368.)

Route 148. MORPETH TO COLDSTREAM AND EDINBURGH

[*This is the route generally used by local motorists between Newcastle and Edinburgh. The surface is good throughout, and the country pleasing. The road is rather twisty after leaving the main route.*]

Miles from Edinburgh		Miles from Morpeth	
93	MORPETH. *Northumberland.*		Morpeth to Warrener's House fork of roads, as pp. 350-351.

Miles from Edinburgh		Miles from Morpeth	
90¾	Warrener's House. Fork of roads, keep left. *Alnwick*, 19¼ m.	2¼	Keep left at fork. (Right to Alnwick, nineteen and a quarter miles, see pp. 351-352.)
			Sharp rises and falls across the moors, with the hills of Harelaw on left.
86½	Long Horsley.	6½	Here is an ancient peel-tower, now a residence. The village is a typical border settlement, very little altered.
	Fork of roads, keep right.		Keep right at fork of roads.
	WELDON HILL. D *Gradient* 1 in 8.		Rise to Weldon Hill, which commands widespreading views. Then a long, steep, dangerous descent, with sharp bend at foot, to Weldon Bridge.
84	WELDON BRIDGE. Cross the Coquet.	9	Picturesque village, a favourite anglers' resort on the river Coquet, with a comfortable old inn, the "Anglers' Arms". The river scenery is of great beauty.
	Gradient 1 in 9.		Steep rise. Keep right at fork of roads. (Left to Rothbury, six miles.) Do not take *this* turn for Rothbury. It involves a shilling toll. Take the next turning.
	Fork of roads, keep right. *Rothbury*, 6 m.		Wild moorlands all the way to Long Framlington and Bridge of Aln. The district is largely given up to grouse.
83	Low Framlington.	10	Sharp left and right turn.
82	Long Framlington. *Rothbury*, 6 m.	11	Church is Transitional Norman and Decorated.

Miles from Edinburgh		Miles from Morpeth	
			Easy descent from Long Framlington, followed by long rise over the moors of North Forest and Rimside.
78	Swinburne Arms. Cross-roads, keep straight on. *Alnwick*, 7¼ m. *Rothbury*, 4½ m.	15	At "Swinburne Arms" keep straight on over cross-roads. (See pp. 547-548.)
			Sharp descent and rise, followed by fine long run, down a beautifully wooded road. This is succeeded by an intermediate rise, after which the descent is continued to Bridge of Aln.
75½	"Ravensworth Arms" inn.	17½	
74	BRIDGE OF ALN. Cross the Aln. *Whittingham*, 1½ m.	19	The railway now runs parallel with the road, on right, for several miles. Picturesque village down beside the Aln, and embowered amid trees. The usual old peel-tower of the borders is here converted into an almshouse. Whittingham is considered to be the place where Cuthbert was chosen Bishop of Lindisfarne, A.D. 664. The church has been savagely "restored," but the lower part of the old tower remains. It is of Saxon date. The south aisle and porch are Early English.
70¾	Cross the Powburn.	22¼	Long rise from Bridge of Aln, with similar descent to the Powburn. Past the railway station and the grey old Crawley Peel Tower, on right, we come to the river Breamish.

Miles from Edinburgh		Miles from Morpeth	
	Glanton. Cross the Breamish.		
70	Percy's Cross.	23	On right of the road, behind some cottages, is a stone pillar called "Percy's Cross," with the Percy badges sculptured on it. "Percy's Leap," half a mile further, is marked by two upright stones, twelve yards apart, which are said to fix the leap made by Sir Ralph Percy on receiving his death-wound at the battle of Hedgeley Moor.
69¼	Wooperton Railway Station.	23¾	On the left, with the Cheviot Hills now looming finely ahead, is the battlefield of Hedgeley Moor, where the Yorkists defeated the Lancastrians, 23rd April, 1464.
66½	Ilderton Railway Station.	26½	
	Junction of road from Alnwick, on right. Cross the Wooler Water.		Junction of road from Alnwick (twelve and three-quarters miles) on right. Smart descent and rise.
	Fork of roads, keep left. *Berwick*, 16 m. ☞		The little town of Wooler lies just off to the left, and the main road does not actually go through it. Passing the railway station, keep left at fork for direct route through.
62¾	Wooler.	30¼	Small market town, frequented by anglers. It is the usual headquarters for climbing the Cheviots, which are about eight miles distant. The buildings of Wooler are modern and uninteresting owing

Miles from Edinburgh		Miles from Morpeth	
	Belford, 10¼ m.		to the destructive fires of 1722 and and 1862. The place-name has nothing to do with sheep or wool, but the great sheep-fairs and shearings of Wooler might quite easily lend some support to the idea.
60	Akeld.	33	Old peel-tower in the village. On left rises Homildon Hill, site of a battle between the Percies and the Douglases, 13th September, 1402. The Scots were handsomely beaten on that occasion.
	Fork of roads, keep right. *Kirk Yetholm*, 11¼ m. Cross the Glen.		Keep right at fork of roads, crossing railway and river Gala. (Left to Kirk Yetholm, eleven and a quarter miles.)
57	Milfield.	36	Level road to Milfield. On this dead level tract of Milfield Plain, which was once a lake, the Scots, under the Earl of Home, were defeated by Sir William Bulmer, 13th August, 1513. This battle was the prelude to Flodden.
55¼	Fork of roads, keep left. *Ford*, 1¼ m.	37¾	Keep left at fork of roads. Ford is a "model" village, created such, out of very ancient feudal surroundings, by the Marchioness of Waterford about 1870.
	Etal, 3 m.		It is worth while also to visit Etal, about one and three-quarters miles north-west from Ford; after leaving main road, instead of turning right for Ford, turn left. Etal is a most remarkably picturesque village in a less formal style than Ford, with thatched cottages. At the end of the village are the ruins of a castle once belonging to the Manners family; it was built, temp. Edward III., by the same masons who built Ford, and was destroyed by James IV., previous to the battle of Flodden. It is necessary to return the same way, as the road past Etal leads to Berwick. There is a good inn at Etal. It is a very delightful place. The carefully restored castle, of which the greater part dates from 1761-4, used as a residence, was built

by Sir William Heron, 1338. It was occupied by James IV. on his invasion of England with an army of 100,000 men, 1513. He had come across the Border, from Scotland, and had reduced all the fortresses which stood on his line of march. Meanwhile the English were hurrying up, under the Earl of Surrey. On 9th September was fought the great Battle of Flodden, round about Branxton and Flodden Hill, three miles west, when the Scots were utterly defeated, with the Scottish King and the flower of his nobility slain, together with 9000 men-at-arms.

Miles from Edinburgh		Miles from Morpeth	
54	Crookham, keep left. *Branxton*, 1¼ m.	39	Approaching Crookham, keep left. Site of Battle of Flodden Field. A monument, occupying a striking site, bears the simple and touching inscription, "To the brave, who fell on both sides". Flodden, even to-day, looks a typical battlefield.
53½	Pallinsburn.	39½	Pallinsburn House on right.
51½	Fork of roads, keep right.	41½	Keep right at fork of roads.
	Cross-roads, keep left. *Tweedmouth*, 12¼ m.		At cross-roads, entering the village of Cornhill, keep left. (Right to Tweedmouth, twelve and a quarter miles, see p. 556.)
50	Cornhill. Turn right. *Kelso*,	43	Turn right at "Collingwood Arms" in the village. (Left to
49	10 m. Cross the Tweed. ENTER SCOTLAND. *Berwickshire.*	44	Kelso, ten miles, see pp. 811-812.) Crossing the Tweed Bridge, enter Scotland.
48⅓	COLDSTREAM.	44½	(Described, p. 802.)
47¼	Fireburnmill.	45¾	Turn right at fork of roads. Gradual rise for seven miles, followed by short descent into Greenlaw.

Miles from Edinburgh		Miles from Morpeth	
38½	Greenlaw.	54½	Very imposing County Buildings on right; equally imposing hotel on left. Keep straight through Greenlaw. Up and down road, tending up, for ten miles.
28	Fork of roads, keep right. *Lauder.* 1½ m.	65	Fork of roads. Keep right.
22½	Carfraemill.	70½	Join road from Jedburgh to Edinburgh—Route 147. A very effective view of the dividing wall of the Cheviots is got from the neighbourhood of Flodden and further north.
	EDINBURGH (*G.P.O.*)	93	(Described, pp. 364-368.)

Route 149. ALNWICK TO HEXHAM

Miles from Hexham		Miles from Alnwick	
43	ALNWICK. *Northumberland.* UP† LEMINGTON BANK. DOWN D *Gradient* 1 in 7.		Leaving the town up the Market Place and Clayport Street and Clayport Bank, the road ascends steeply, and continues rising, but with less severe gradients, to Lemington Bank Top, three and a quarter miles, whence the descent to and past Edlingham railway station is steep and dangerous, across the moorland ridge called Aydon Forest.
38	Edlingham Railway Station.	5	Edlingham village is half a mile right. The church, Norman and Transitional Norman, has a massive tower, built for defensive purposes. The Castle is a fourteenth century peel-tower.
35¾	UP&DOWN Cross-roads, keep straight on.	7¼	Keep straight on at cross-roads.

Miles from Hexham		Miles from Alnwick	
	Morpeth, 15 m. *Wooler*, 15¼ m.		(See pp. 541-544.)
	Gradients 1 in 8.		Steep rises, followed by long, rough descents. Severe gradients.
	Cross the Debdon Burn.		On the rugged shoulder of the hill, on left, is the picturesquely gabled mansion of Cragside, seat of Lord Armstrong. The first Lord Armstrong, who built it, and created the magnificently wooded grounds in 1870 overlooking the rocky Debdon Burn, was the founder of the great ordnance and shipbuilding works at Elswick.
31¼	Rothbury.	11¾	Pop. 1147. Small town in the vale of Coquet, beneath the moors and crags of Simonside. The river Coquet, famous as a trout stream, is here crossed by a bridge. The situation of Rothbury is one of a peculiar loveliness, and the town, although so sheltered, has a reputation for bracing air. The church was largely rebuilt, 1850, with the exception of the Early English chancel and transepts. The font, a square bowl, dated 1664, is mounted on a portion of a Saxon sculptured cross.
	Weldon Bridge, 16 m. *Alwinton*, 10¼ m. *Otterburn*, 15 m. Cross the Coquet. Junction of roads, keep left.		Leaving Rothbury, turn to left, after passing "Queen's Head" hotel (on right), and cross the river Coquet. Then turn immediately to left at junction of roads, road rising past railway station on

Miles from Hexham		Miles from Alnwick	
	Fork of roads, keep right.		left. Keep to right at fork immediately after passing railway station.
	D *Gradients* 1 in 8.		Rise continued and growing steep and rough, followed by similar descent, with sharp bend to left, at foot. The curious flat-topped hill of Simonside is prominent away to right.
27¼	Forestburn-gate.	15¾	
	D *Gradient* 1 in 8.		Long succession of sharp rises and falls past Ewesley railway station, a mile beyond river Font.
26	Coldrife.	17	
	D *Gradient* 1 in 7.		
	Cross the Font.		
24½	Ewesley Railway Station.	18½	The railway station is placed within a prehistoric camp.
23	Long Witton Railway Station.	20	The road crosses Rothley Lake.
21¾	Cross-roads, keep straight on. *Rothley Crags*,	21¼	The towering heights of Rothley Crags 843 feet, form a very romantic feature in the view, and are crested with a "ruin" built as a picturesque adjunct by Sir Walter Blackett, of Wallington, in the eighteenth century. This sham castle greatly impresses strangers.
			Steep rough rise and fall.
21½	Rothley.	21½	The village is on left.

Miles from Hexham		Miles from Alnwick	
	Cross the Hart Burn. Turn right.		Turn to right at entrance to Scots Gap.
20½	Scots Gap Railway Station.	22½	
19¼	Cambo.	23¾	Turn to left round Cambo church, which forms a fine landmark on the hill. *I.e.* "Camhoe," crooked hill. Quaint old village, on a hilltop. It is an odd old-world survival, in which postal and telegraphic facilities, although, of course, of the highest convenience, seem anachronisms. The village shop is part of an ancient defensible Border peel-tower. The church was, unfortunately, rebuilt 1842, and thus strikes a discordant note. Curious old incised grave slabs in the porch.
18¼	Wallington Hall.	24¾	Wallington Hall, seat of Trevelyan family, was formerly that of the Fenwicks. A feature of it is the fine series of fresco paintings by Wm. Bell Scott, delineating the chief events in the history of Northumbria. Here are collections of family portraits, and a very curious and varied museum. (Tickets to view are obtained at the shop at Cambo.)
			Smart drop to crossing of the Wansbeck.
17¾	Cross the Wansbeck.	25¼	
17¼	Fork of roads, keep right.	25¾	Keep right at fork of roads.

Miles from Hexham		Miles from Alnwick	
16½	Cross-roads, keep straight on.	26½	Keep straight on at cross-roads.
	Newcastle-on-Tyne, 19 m. *Otterburn*, 11 m.		(See pp. 525-529.)
16¼	Turn left. Turn right. DOWN	26¾	Turn left in half a mile, just short of Kirkharle, and to right in quarter of a mile further.
14¾	Thrivewell. Fork of roads, keep left. UP	28¼	Keep left at fork of roads, road rising.
13½	Hillhead.	29½	
13¼	Steel Rig. Fork of roads, keep right.	29¾	Keep right at Steel Rig fork of roads.
12	Homilton. DOWN	31	The great reservoir of the Newcastle and Gateshead waterworks at Hallington, covering 142 acres, is a prominent feature in the view, on left.
9½	Colwell.	33½	Picturesque hamlet, with ruins of an ancient chapel.
8¾	Five Lane Ends.	34¼	Junction of roads. The Roman road, called "Watling Street," runs right and left.
	Keep straight on. *Corbridge*, 7 m. *Elishaw*, 15 m.		Keep straight on.
7½	Fork of roads, keep left. DOWN	35½	Keep left at fork of roads.
6¼	Chollerton.	36¾	Easy decline to Chollerton. The church has an Early English nave-arcade, whose pillars were originally columns for some neigh-

Miles from Hexham		Miles from Alnwick	
			bouring building on the Roman wall. The square, pedestal-shaped font was originally a Roman altar. Turn left after passing church. Pass under railway to cross-roads, at Low Brunton.
	Cross the Erring Burn.		
4¾	Low Brunton. Cross-roads.	38¼	
	Newcastle-on-Tyne, 20½ m. *Carlisle*, 35½ m.		(See pp.519-525.)
			Rise to Wall, and descent through it. Bear left at foot of hill.
4	Wall.	39	
1	St. John Lee.	42	The church with spire is that of St. John of Beverley.
	Turn right. *Corbridge*. Cross the Tyne.		Turn sharp to right, to crossing of the Tyne. After crossing the bridge, keep to left, past railway station, and at junction of roads, turn right, uphill, into Hexham.
	HEXHAM.	43	(Described, p. 507.)

Route 150. ALNWICK TO WOOLER

Miles from Wooler		Miles from Alnwick	
17	ALNWICK. *Northumberland.* *Gradient* 1 in 10. Cross the Aln.		Leaving the town by Market Place, keep to right, along Narrowgate, and thence to left, past the barbican of the castle and the church. A rise follows in half a mile, leading steeply up to Hulne Park, the wall of which skirts the road on the left side for four miles. The gatehouse of Alnwick Abbey, which stands on left, after crossing

Miles from Wooler		Miles from Alnwick	
			river Aln, is the only remaining portion of the Premonstratensian Abbey, founded 1147 by Eustace Fitz John.
			Long rise and descent.
12	BANNAMOOR BRIDGE. Cross the Aln.	5	
10¼	Eglingham.	6¾	Locally "Eglinjam". Picturesque village. Church has Transitional Norman chancel-arch. The building was restored in the seventeenth century, after its destruction by the Scots.
	Cross the Eglingham Burn.		
			Steep rise up to the moors.
7½	Old Bewick.	9½	To right of hamlet of Old Bewick, in a lonely part of the moor, close by Camp Hill, otherwise Bewick Hill, is the Chapel of the Holy Trinity, a small Norman building with Saxon apse. It has had a chequered history, having been reduced to ruins in the troubles of 1650, rebuilt 1695, allowed to decay, and restored 1867. The hill above is crested with prehistoric camps. A prominent rock is associated with an old rhyme :—

> "*Sae long as the Hanging Crag shall stand,*
> *There'll aye be a Ha' in Bewick-land.*"

The Halls, the "false-hearted Halls," as they are known, are still numerous here.

	Fork of roads, keep left. *Chillingham* 2½ m.		Keep left at fork of roads. Chillingham Castle, seat of the Earl of Tankerville, stands in a highly romantic Park, full of picturesque ravines. Here also is the famous herd of white cattle,

Miles from Wooler		Miles from Alnwick	
			supposed to be survivors of the original wild oxen of early British times. They were painted by Landseer. The castle retains four fourteenth century towers, connected by the seventeenth century walls built by Inigo Jones during the remodelling works of that period. The church contains altar-tomb, with effigies of Sir Ralph Grey, died 1443, and his wife, Elizabeth.
6½	BEWICK BRIDGE. Cross the Till.	10½	
5½	WATERSPLASH. 	11½	Watersplash on the Roddam Burn. Steep rise.
5	East Lilburn.	12	
3¾	Lilburn Tower.	13¼	Prominent modern Elizabethan mansion, in park on right, seat of the Collingwood family. In the grounds are ruins of an ancient chapel.
	Bear left.		Bear round to left, past Lilburn Tower, avoiding the bridge on right, which crosses over the Lil Burn.
3¼	Ilderton Railway Station. Junction of road from Morpeth. Keep right.	13¾	Near Ilderton railway station, junction of road from Morpeth (twenty-six and three-quarter miles), turn to right.
	 Cross the Wooler Water. 		Smart fall, followed by similar rise. Crossing the Wooler Water, keep to left, up steep hill into the town.
	WOOLER.	17	(Described, p. 544.)

Route 151. BELFORD TO CORNHILL

Miles from Cornhill		Miles from Belford	
20	BELFORD. *Northumberland.*		Belford to Fenwick, as p. 354.
14¾	Fenwick. Fork of roads, keep left. *Berwick-on-Tweed,* 9¾ m. ☞	5¼	Keep left at fork of roads. (Right to Berwick-on-Tweed, nine and three-quarters miles, see pp. 354-356.)
14¼	Fork of roads, keep left.	5¾	
13¾	West Kyloe. Cross-roads, keep straight on.	6¼	Keep straight on at cross-roads.
11¼	Lowick.	8¾	The church rebuilt 1792.
10½	Cross-roads, keep left. *Berwick,* 8½ m. ☞ Keep right. *Wooler,* ☜ 7½ m.	9½	
10¼	Barmoor. D DOWN *Gradient* 1 in 9.	9¾	Steep and lengthy descent to Ford.
6½	Ford.	13½	(Described, pp. 545-546.)
6	Fork of roads, keep left. *Berwick-on-Tweed,* 11 m. ☞	14	Road bears round to right at Ford. Keep left at fork of roads at the castle. (Right to Berwick-on-Tweed, eleven miles.)
5½	Fork of roads, keep right. *Milfield,* ☜ 2 m.	14½	Keep right at fork of roads. (Left to Milfield, two miles.)
4	Crookham.	16	Crookham to Cornhill, as p. 546.
	CORNHILL.	20	

Route 152. TWEEDMOUTH TO CORNHILL

Miles from Cornhill		Miles from Tweedmouth	
12¼	TWEED-MOUTH. *Northumberland.* Turn left.		Turn left westwards out of the main road at Tweedmouth at the railway bridge.
11¾	Fork of roads;	¼	Keep right at Ord Quarry fork
10¾	keep right.	1½	of roads.
8¼	East Ord.	4	
	Velvet Hall Railway Station.		Keep left at Velvet Hall railway station fork of roads, and right at next fork.
	Fork of roads, keep left. *Horncliffe,* 1 m.		
	Cross the Spital Burn.		
8	Fork of roads, keep right.	4¼	
6¼	*Norham,* 1¾ m.	6	Boldly looking down upon the village of Norham is the keep-tower of the castle built by Bishop Flambard of Durham, 1121, and remodelled by Bishop Pudsey, 1154. It figures in Sir Walter Scott's *Marmion* :— "*Day set on Norham's castled steep, And Tweed's fair river, broad and deep*". The Tweed is very beautiful here. Norham church is a very fine Late Norman building.
3	Twizel Castle.	9¼	Twizel "Castle" is an uncompleted mansion begun by Sir Francis Blake, 1770.
2	Donaldson's Lodge,	10¼	
	CORNHILL.	12¼	

Route 153. BERWICK TO DUNS AND LAUDER (BY GREENLAW)

Miles from Lauder		Miles from Berwick	
35¼	BERWICK. *Berwickshire.* (*Town Hall.*)		Berwick to Paxton South Mains, as pp. 812-813.
30¾	Paxton South Mains. Turn right. *Swinton,* 7¼ m.	4½	Turn abruptly to right (left to Swinton, seven and a quarter miles, see p. 813) and then in a
30½	Turn left. *Paxton.*	4¾	further quarter mile turn left.
	UP†		Road ascends to Sunwick.
28¼	Sunwick.	7	
28	Keep right. Bear left.	7¼	Leaving the hamlet, keep to right in a quarter mile, and then bear round to left.
26¼	Cross-roads, keep straight on.	9	Keep straight on.
26	Blackadder.	9¼	
24½	Blackadder Cottage. Keep right.	10¾	Keep to right.
23¾	Fork of roads, keep left. *Edrom Railway Station,* 1¾ m. Cross the	11½	Keep to left at fork of roads. (Right to Edrom railway station, one and three-quarters mile.)
	Blackadder Water.		
	UP†		Easy rise.
22	Fork of roads, keep right. *Chirnside,* 4¾ m.	13¼	Keep right at fork of roads, and then passing across the railway. (Road on extreme right after crossing railway goes to Chirnside, four and three-quarters miles.)
21½	Turn left.	13¾	Turn very sharply to left.

Miles from Lauder		Miles from Berwick	
			Road rises sharply, and then descends to Duns.
19¾	Duns.	15½	Pop. 3042. The town takes its name from the hill of Duns Law, a prominent height of 700 feet, rising to the north, and presenting a curious appearance with its flat top. It is an outlying hill of the Lammermuirs, extending to the north-east. The situation of the town is pleasant, in the valley of the Whiteadder and adjoining the well-wooded park of Duns Castle, a residential mansion incorporating an ancient Border tower. Duns is an important centre for sheep and cattle dealings, and is the county-town of Berwickshire.
	Coldstream, 10¼ m.		(See pp. 801-802.)
	Cross a stream.		Leaving Duns downhill, in a westerly direction, cross a stream, and rise to Gavinton.
18	Gavinton.	17¼	
			Long rise.
16¾	Choicelee Farm. Fork of roads, keep left. *Lauder, by Westruther*, 15 m.	18½	Keep left at fork of roads. (Right to Lauder by Westruther, fifteen miles.)
	Cross a stream.		
16	Polwarth.	19¼	The road passes the extensive

Miles from Lauder		Miles from Berwick	
			demesne of Marchmont, on right Polwarth church, in the park, was the place of concealment of a former owner of Marchmont, Sir Patrick Hume, in 1685. He was hidden in the family vault for a month, while James II.'s dragoons were searching for him.
	D		Rise, followed after an interval, by a dangerous descent into Green-
12¼	Greenlaw.	23	law.
			Thence to Lauder, as pp. 804-805.
	LAUDER.	35¼	(Described, p. 537.)

Route 154. DONCASTER TO SCARBOROUGH

(*The better way is through York, Route* 162.)

[*Note.—Booth Ferry, twenty and three-quarters miles, is an awkward crossing. Large cars, 5s.; small, 3s.*]

Miles from Scarborough		Miles from Doncaster	
72½	DONCASTER. *Yorkshire.*		Proceeding in a north-westerly direction from the town, *i.e.* by turning to right out of the main street, and past Christ Church, a level road brings us in two and a
70¼	Little Sandal.	2¼	quarter miles to Little Sandal.
69	Edenthorpe.	3½	This road, closely following the river Don, traverses the flat low-lying district of Hatfield Chase, known locally as "The Levels". The surrounding country was drained by Vermuyden in the seventeenth century.
65½	Hatfield.	7	Hatfield is the "Hethfelth" mentioned by Bede in his account of the battle fought here, A.D. 633, between Eadwine, the Christian king of Northumbria, and Penda, the heathen king of Mercia, in which Eadwine was defeated and slain. It is a small town, amid scenery recalling, in almost

Miles from Scarborough		Miles from Doncaster	
			every quiet detail of canals, windmills and dykes, that of Holland. The fine Transitional Norman, Decorated and Perpendicular church of St. Lawrence is a cruciform clerestoried building. The chest for Peter's Pence, preserved here, is a curious object dug out of a solid block of oak.
			Turn to right in midst of Hatfield.
62½	Thorne.	10	Thorne is almost in the nature of a port. It is a small but busy market-town of one long street, and has a kind of offshoot styled "The Waterside," about one mile north-west, on the canalised river Don. Here an active shipping trade is done. The great tract east of the town, known as "Thorne Waste," was formerly a bog, and is now a peat-moor whence large quantities of peat are cut.
			The church is Transitional Norman, Early English, and Perpendicular.
	Bawtry, 14 m. ☞		
58	New Bridge. Cross the Don and the Goole Canal.	14½	Keeping to left in leaving Thorne, and thence alongside the Don to New Bridge, cross the bridge.
57	Fork of roads, keep right. *Snaith*, ☜ 2 m.	15½	Keep right at fork of roads. (Left to Snaith, two miles.)
55¾	Rawcliffe.	16¾	Small town on the river Aire.
53¼	Fork of roads, keep left.	19¼	Keep left at fork of roads.
			Turn sharply to right. The road goes roughly to Airmyn.

Miles from Scarborough		Miles from Doncaster	
52½	Airmyn.	20	
51¾	Booth Ferry. Cross the Ouse.	20¾	The ferry runs at uncertain times. Large cars, 5s.; small, 3s. Deteriorating surface after crossing Booth Ferry.
50¾	Fork of roads, keep right.	21¾	Keep right at fork of roads.
49	Howden.	23½	

The small red brick town of Howden is unremarkable, except for its grand church, which is of almost cathedral size and dignity, and is seen for long distances across this level country. It is a noble cruciform and clerestoried building, with lofty central tower. The nave is Decorated, the transepts Early English, and the tower Perpendicular. The beautiful Late Decorated or Early Perpendicular choir and chapter-house are roofless and ruined. The church was that of a collegiate establishment, and never had any near relation to the somewhat meagre spiritual needs of so small a place as Howden. Thus, when the properties and the revenues of the college of priests were confiscated, only those portions of the church which were really needed for parochial and congregational purposes were kept in repair. Monuments include a wall-recess in the Saltmarshe Chapel, opening out of south transept, in which are effigies supposed to represent Sir John Metham and wife, thirteenth century. They are both cross-legged, that of the lady considered to be the only cross-legged effigy of a woman in this country. The remains of an ancient manor-house of the Bishops of Durham afford some picturesque features to the east of the church. Howden Horse Fair, established by favour of a charter granted by King John, is still held every 25th September and following thirteen days.

Selby, 11 m. *Escrick*, 15½ m.	(See p. 574.)
North Cave, 10 m. Fork of roads, keep left.	Leaving Howden keep left. (Right to North Cave, ten miles, see p. 573.)

Miles from Scarborough		Miles from Doncaster	
47¾	LEVEL CROSSING.	24¾	Passing over level crossing, road continues flat, with indifferent surface, to Holme.
40¼	Holme-on-Spalding-Moor.	32¼	"Holme," *i.e.* "an island". The small village is built at the foot of a curious solitary wooded hill, rising with picturesque effect amid the widespreading flat marshlands. The church crests the hill and is, with its fine Perpendicular tower, a prominent object. On the east side of the hill is Holme Park. Leaving Holme keep to right.
	Selby, 14 m.		
36¼	Market Weighton.	36¼	(Described, p. 581.)
	York, 19½ m. *Beverley*, 10¼ m. *South Cave*, 7½ m.		(See pp. 579-582.)
	LEVEL CROSSING.		Leaving Market Weighton out of the Market Place, turn right along the Londesborough Road, and over level crossing.
35¼	Goodmanham.	37¼	The "Godmunddingaham" referred to by Bede, the place where, A.D. 625, King Eadwine of Northumbria was baptised in the Christian faith by Paulinus. The heathen priests were at the same time converted, and destroyed their temple, which is considered to have stood upon the site of the present church, a Norman, Early English and Perpendicular building. The ancient Early Norman font, which stands beside a large and elaborate font of the Perpendicular period, was restored to the church in 1850, after having been cast out and used as a horse-trough and then as a flower-pot in the vicar's garden. The Perpendicular example, *c.* 1550, is inscribed, "Wyht owt baptysm no soull may be saied. Of you charete pra for them that this font may[d] Robert Cleving, Robert Appyllton, etc.

Miles from Scarborough		Miles from Doncaster	
	Cross-roads. Turn right.		Turning sharply right at cross-roads at Goodmanham, road rises steeply and then goes in a series of sharp undulations into the district of the chalky Wolds, amid the sepulchral tumuli of the prehistoric dead.
28¾	Middleton-on-the-Wolds. *North Dalton*, 1¾ m. *Lund*, 1½ m.	43¾	The church is Early English, with a fine chancel. The tower has been rebuilt. Leaving Middleton bear left, and then rising past the church
28¼	Fork of roads, keep left. Junction of road from Beverley, on right.	44¼	keep left at fork in half a mile.
26¾	Bainton.	45¾	Here is a large and very fine church, in the Geometrical Decorated style. Effigy, thirteenth century, of a knight, cross-legged, in chain mail, holding a heart in his hand. It represents one of the de Mauley family. Brass, Roger Godeale, rector, 1452.
			Road goes in a long rise past the church.
25¾	Cross-roads. Turn right.	46¾	Turn right at cross-roads, road descending. On right is Neswick Park. Keep to right and then left, into Kirkburn.
24¾	Kirkburn.	47¾	Picturesquely-situated village, on a ridge overlooking a cleft through which flows a stream now called the Holburn, but which was probably once known as the "Kirkburn," and thus gave a name to the village. The great gnarled elm, and the ancient ash-trees surrounding the church and along the edge of the glen group finely. The aisleless Late Norman church is elaborately decorated with the weird grotesques and strange chimeræ peculiar to that period, and

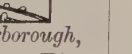
the south doorway is sculptured with the signs of the Zodiac. The Norman tub-shaped font is richly, though rudely sculptured with scenes in the life of Our Blessed Lord and Saviour, and with strange animals. A very elaborate reredos, designed by G. E. Street, R.A., was added at the restoration of the church by Sir Tatton Sykes.

There are sharp twists and turns in Kirkburn and on the way out of it.

Miles from Scarborough		Miles from Doncaster	
24½	Battleburn. Keep left. Keep right.	48	Keep sharp to left and then right in Battleburn.
22½	Kelleythorpe.	50	
21½	Junction of road from Beverley. Keep left.	51	Keep left at junction of road from Beverley. (Right to Beverley, twelve and a quarter miles, see p. 596.)
	LEVEL CROSSING.		Passing over level crossing turn left into Great Driffield.
20¾	Great Driffield. *Sledmere*, 8 m. *York*, 28½ m. *Bridlington Quay*, 12 m. *Hornsea*, 17½ m.	51¾	(Described, p. 577.) (See p. 595.) (See pp. 575-579.)
			Leaving Great Driffield, past the conspicuous tower of the old parish church along the main street, turn right and then bear left. Long rise, some three and a half miles across the Wolds, followed by a sharp and dangerous winding descent to Langtoft, a village hidden down in a deep fold of the swooping chalk hills. It has on several occasions been subjected to severe floods.
14¾	Langtoft,	57¾	The church stands on the hillside, and is an Early English and Decorated building of great

Miles from Scarborough		Miles from Doncaster	
			beauty. The aisles have been rebuilt at a restoration undertaken some years ago.
			The road rises for two miles on leaving Langtoft, surface greatly deteriorating, then descends to Foxholes.
10¾	Foxholes.	61¾	
	Sledmere, 8¾ m.		(See pp. 605-606.)
	Wold Newton, 2 m.		
			Steep rise from Foxholes, keeping right and then left.
	Keep right, Keep left.		
	D		Short, steep, dangerous fall, inclining right followed by long steep rise to Staxton Hill, whence the descent is extremely winding and dangerous, with rough loose surface.
	Gradient 1 in 8.		
7½	Staxton Hill.	65	
	D		
	Gradients 1 in 8.		
7	Staxton.	65½	Staxton to Scarborough as pp. 587-588.
	SCARBOROUGH.	72½	(Described, p. 615.)

Route 155. STAXTON TO FILEY

Miles from Filey		Miles from Staxton	
7	STAXTON. *Yorkshire.*		
6¾	Spital Corner. Fork of roads, keep right.	¼	Keep right at fork of roads at Spital Corner. (Left to Scarborough, six and three-quarters miles, see pp. 587-588.)
			
	Scarborough, 6¾ m.		
5½	Flixton.	1½	
4¾	*Folkton.*	2¼	

Miles from Filey		Miles from Staxton	
4½	Fork of roads, keep left. *Hunmanby*, 3½ m. ☞	2½	Keep left at fork of roads. (Right to Hunmanby, three and a half miles.)
1¾	Muston.	5¼	
1½	Fork of roads, keep right. Keep left.	5½	Keep right at fork of roads leaving Muston, and to left at fork in one-quarter mile.
	FILEY. (*Railway Station.*)	7	(Described below.)

Route 156. SCARBOROUGH TO FILEY AND BRIDLINGTON QUAY

Miles from Bridlington Quay		Miles from Scarborough	
19¾	SCARBOROUGH. *Yorkshire.*		Proceeding from Scarborough by Ramshill road and the Filey road, the way goes straight ahead, along the cliff-tops, commanding beautiful views down into the charming Carnelian Bay and Cayton Bay.
14½	Fork of roads, keep right. Keep left.	5¼	Keep right at fork of roads just short of Gristhorpe, and then left.
14	Keep right. Level Crossing.	5¾	Keep right, over level crossing. (Left to Filey, one and a half mile.)
	Filey, ☜ 1½ m.		Pop. 3228. Until 1840 Filey remained an old-fashioned fishing village, but then began a career of rebuilding and expansion which has resulted in converting it into a fashionable resort. Its long lines, terraces, and crescents of villas stand partly on cliffs clothed with brushwood, or are placed just above the sands which form so great an attraction of Filey Bay, stretching for a number of miles. Close at hand, on the north, the bay is closed by that projecting reef of many tragical memories, Filey Brigg. It starts out into the sea for a distance of over a mile, and is not only a great danger to shipping, but has proved fatal to numerous strangers, making holiday on this coast, who have ventured along it and have been swept away by the heavy ground-swell that frequently dashes over it unexpectedly on a

rising tide. Filey bay is enclosed on the south by the bold promontory of Flamborough Head, a striking mass of chalk, picturesquely crannied with caverns, and broken into fantastic spires and pinnacles. The old parish church of St. Oswald is a Transitional Norman and Early English building with transepts and central tower.

Hotels : Royal Crescent ; Foord's. Motor repairs : Manners, Belle Vue Street.

Miles from Bridlington Quay		Miles from Scarborough	
12½	*Muston.* 🚂	7¼	
			Steep rise.
9	Reighton.	10¾	The small church is Saxon and Norman. The floor is oddly paved with pebbles from the sea-beach.
			Steep rise.
8½	"Dotterel" inn. Fork of roads, keep left. *Bridlington*, 5¾ m. 🚂	11¼	Keep left at fork of roads. (Right to Bridlington direct, five and three-quarters miles.)
7¼	Speeton.	12½	
4¼	Buckton.	15½	
3½	Bempton.	16¼	
	LEVEL CROSSING.		
2¾	Fork of roads, keep right. *Flamborough*, 🚂 2¼ m.	17	Keep right at fork of roads. (Left to Flamborough, three miles.) Fishing village. The church of St. Oswald is a fine Decorated building with a Late Perpendicular screen and rood-loft of considerable richness, disclosing traces of having originally been elaborately painted and gilt. Brass to Sir Marmaduke Constable, who, after warring in France, fought at "Brankiston feld" (*i.e.* Flodden field) at the age of seventy. The old manor-

Miles from Bridlington Quay		Miles from Scarborough	
			house of the Constables stood near the church.
			Descent to Bridlington Quay, described, p. 579.
	BRIDLINGTON QUAY.	19¾	

Route 157. SCARBOROUGH TO WHITBY

[*Very steep hills along this route*]

Miles from Whitby		Miles from Scarborough	
20¾	SCARBOROUGH. *Yorkshire.* Turn right.		Proceeding from the railway station by Westborough road, up Falsgrave road, pass the Falsgrave Post Office, and then right, up the
19¾	Falsgrave.	1	Scalby road to Newby.
	Gradients 1 in 9.		
17½	Newby. *Scalby.*	3¼	
16¼	Burniston.	4½	
15¼	Cloughton.	5½	
	Fork of roads, keep left.		Keep left at fork of roads.
	Hayburn Wyke, 1½ m.		Here is one of the prettiest scenes on the Yorkshire coast. Hayburn Wyke is a deep dingle, opening to the sea, with a little beck running through it. Tall cliffs, with a rough, boulder-strewn foreshore compose the seaward end. The charm of it all is, however, sensibly diminished by the fact that it is the exploited property of the local hotel, and is laid out in walks. The charge for admission is, however, sufficiently modest, 1d.

Miles from Whitby		Miles from Scarborough	
	D *Gradients* 1 in 8.		Very sharp hills characterize the road across the wild moors, past the solitary "Falcon" and "Flask" inns. The moorland is tumid with the sepulchral barrows of prehistoric man. Inferior surface. The road trends right away from the coast.
$11\frac{3}{4}$	"Falcon" inn.	9	
	D *Gradients* 1 in 9.		
8	"Flask" inn.	$12\frac{3}{4}$	
	D *Gradients* 1 in 8.		
3	Hawsker.	$17\frac{3}{4}$	
2	Stainsacre.	$18\frac{3}{4}$	
			Easy descent into Whitby, and along Church Street to Harbour Bridge.
	WHITBY. (*Harbour Bridge.*)	$20\frac{3}{4}$	(Described, p. 619.)

Route 158. WHITBY TO REDCAR

Miles from Redcar		Miles from Whitby	
$26\frac{1}{2}$	WHITBY. *Yorkshire.* (*Harbour Bridge.*) Cross the		Crossing the harbour, keep straight ahead, up Flowergate, a steep rise of one-half mile, and then over cross-roads to Upgang.
	Harbour.		
	Cross-roads, keep straight on.		
25	Upgang.	$1\frac{1}{2}$	Village on the cliff's edge. Down below are the fine sands which extend all the way from Whitby to Sandsend. The railway runs on the right of the road from Upgang to Sandsend.

Miles from Redcar		Miles from Whitby	
	D *Gradients* 1 in 7. Toll Gate.		Winding and dangerous descent of one-half mile to a deep gully, followed by a short steepish rise.
22¼	Sandsend.	4¼	Village picturesquely situated in the bay of Dunsley, or Sandsend Wyke, at the seaward end of a

wooded vale which runs about four miles inland. Here are the beautiful Mulgrave Woods, adjoining the park of Mulgrave Castle, seat of Marquis of Normanby. These are, however, private, and may only be seen on Mondays, Wednesdays, and Saturdays, and by purchasing a 6d. ticket at Whitby or at Sandsend railway station. Mulgrave Castle was built by the Duchess of Buckingham, illegitimate daughter of James II. and wife of the Earl of Mulgrave, who became Marquis of Normanby and Duke of Buckingham. The ancient ruined castle stands on a ridge in the woods between the two becks which water this delightful valley. This was the Norman stronghold of the de Mauley family, who held it until the time of Henry V. It was blown up with gunpowder in 1647 by order of Parliament, but still discloses some picturesque remains of strong walls and massive towers.

	Gradient 1 in 8.		Exceedingly steep climb to Lythe, the road tending right away inland.
20¾	Lythe.	5¾	Perhaps the best recommendation of Lythe is the fine view down upon Whitby from its churchyard.
20	Cross-roads, keep straight on. *Runswick Bay*, 2 m. ☞	6½	Keep straight on at cross-roads. (Right to Runswick Bay, two miles.)
18¼	Cross-roads. Turn right.	8¼	Turn right at cross-roads, descending steeply.
17	Ellerby. Fork of roads, keep left.	9½	Keep left at fork of roads beyond Ellerby. (Right to Runswick, one mile.)
	Runswick, 1 m. ☞		Runswick is a very picturesque rural seaside resort on the deeply-

Miles from Redcar		Miles from Whitby	
			indented bay of the same name. Jet is dug out of the cliffs.
15¼	Hinderwell.	11¼	Originally "Hilderwell," from a well in churchyard, formerly dedicated to St. Hilda.
	D *Gradient* 1 in 7.		Keep left at fork of roads.
	Fork of roads, keep left. *Staithes.* ☞		Staithes is one of the ruggedest and most picturesque of the Yorkshire fishing-villages. The place-name is Saxon, and means simply a wharf or landing-place. The queer, primitive old place remains little altered, at the foot of lofty cliffs and at the mouth of a glen through which the Easington and Roxby becks pour their united streams to the sea. The steel viaduct of the North-Eastern Railway which straddles loftily from hill to hill at the back is not a welcome feature in the scene. At Staithes, James Cook, afterwards the famous Captain Cook, the circumnavigator, was apprenticed to a grocer, and thence ran away to sea.
			Steep descent to Dalehouse.
14	Dalehouse. Cross the Roxby Beck.	12½	
			Long steep climb to Easington.
12½	Fork of roads, keep left.	14	Keep left at fork of roads. Boulby Cliff, two miles right, is said to be the highest of any around the coasts of England. It rises 660 feet above sea-level.
	D *Gradient* 1 in 8.		
11¾	Easington.	14¾	
9¾	Loftus.	16¾	The church of Loftus was built 1811. Beside some prehistoric earthworks on the west of the village a standing stone is traditionally said to mark the spot haunted in the "once upon a time" by a

Miles from Redcar		Miles from Whitby	
			"grisly worm" of the Lambton type. It was eventually slain, the legend goes on to say, by a hero of this locality, Scaw by name.
	Gradient 1 in 8. Cross the		Steep descent to the Kilton Beck.
	Kilton Beck. *Skinningrove*, 1 m. ☞		Village along the Kilton Beck, situated near the sea. The narrow glen is extremely picturesque.
	D *Gradient* 1 in 10.		Steep rise to Carlin Howe.
8¾	Carlin How.	17¾	
	D *Gradient* 1 in 10.		
7¼	Brotton.	19¼	This is a centre of the local iron-mining industry.
	D *Gradients* 1 in 8.		Road rises and then descends to Saltburn.
5¼	Saltburn. *Guisborough*, ☜ 6 m.	21¼	(Described, p. 624.) (See pp. 622-624.)
			Leaving Saltburn past church, road rises a short steep pitch, and then goes level to Marske.
3¼	Marske-by-the-Sea.	23¼	The old church on the cliff-top is not so very old, having been built 1810. It is now used only as a mortuary-chapel. The new church was built 1867. Marske Hall, a seat of the Earl of Zetland, is an early seventeenth century mansion.
1¼	Fork of roads, keep right.	25¼	Keep right at fork of roads.
	LEVEL CROSSING.		
	REDCAR.	26½	(Described, p. 625.)

Route 159. DONCASTER TO HULL

(*The best route is as below.* Route 159A.)

Miles from Hull		Miles from Doncaster	
49½	DONCASTER. *Yorkshire.*		Doncaster to Howden as Route 154, pp. 559-561.
26	Howden.	23½	
25¾	Fork of roads, keep right.	23¾	Keep right at fork of roads a quarter of a mile out of Howden. (Left to Great Driffield, twenty and a half miles, see pp. 561-564.)
	Great Driffield, 20½ m.		Road to Gilberdike is quite flat. Poor surface.
21¼	Gilberdike.	28¼	
18¾	Newport River Bridge. Cross the Market Weighton Canal,	30¾	
15½	North Cave.	34	Village beneath the Wolds. Church is Transitional Norman and Perpendicular.
	Keep right. Keep left.		Keep sharp to right, then left.
14	Cross-roads. Turn right.	35½	Turn right at cross-roads.
13¼	South Cave.	36¼	Considerable village, with Transitional Norman and Early English church. Cave Castle is a castellated mansion.
	Market Weighton, 7½ m.		
10½	Elloughton.	39	
9	Welton.	40½	The picturesque village of Welton, grouped around an old-fashioned green, with its old cruciform church and the "Green Dragon" inn prominent, is connected with the story of Dick

Miles from Hull		Miles from Doncaster	
			Turpin, who was living here in 1739, under the *alias* of "Palmer". He was arrested in that name for threatening to shoot one of his neighbours, and, his real identity becoming known, was eventually hanged at York, 17th April, 1739, in the thirty-fourth year of his age.
			Road rises steeply from Welton.
7¼	North Ferriby.	42¼	Village at the foot of the Wolds and near the shore of the Humber estuary, which at this point is rather over two miles in width. The scenery is pleasing. The church has been rebuilt.
4	Hessle.	45½	The suburban expansion of Hull has overtaken the rural village of Hessle.
	HULL.	49½	(Described, pp. 583-584.)

Route 159A. DONCASTER TO SELBY, HOWDEN AND HULL

(*Best route to Hull from Doncaster.*)

56¾	DONCASTER. (*Yorkshire.*)		Doncaster to Selby by the Great North Road as Route 100.
	Selby.	20	
	Cross the Ouse.		
35¼	Barlby.	21½	
	Fork of roads, turn right.		Turn right at fork of roads in Barlby.
32	Heming-borough.	24¾	
26	Howden.	30¾	Thence to Hull as above.
	HULL.	56¾	

Route 160. YORK TO BRIDLINGTON QUAY

Miles from Bridlington Quay		Miles from York	
40½	YORK. *Yorkshire.* (*Ouse Bridge.*) Cross the Foss Navigation.		Proceeding along Low Ousegate and High Ousegate, and thence into Pavement, turn right into Fossgate and across Foss Bridge, into Walmgate and through Walmgate Bar.
37¾	Grimston, Fork of roads, keep left. *Wilberfoss*, 5½ m. ☞	2¾	Keep left at fork of roads at Grimston. (Right to Wilberfoss, five and a half miles, see p. 580.)
34½	Gate Helmsley.	6	
32¾	STAMFORD BRIDGE. Cross the Derwent.	7¾	The crossing of the Derwent at Stamford Bridge is a historic spot, for here was fought, 25th September, 1066, the desperate battle of Stamford Bridge, in which Harold, the king of the English, utterly defeated the Norsemen under Harald Hardrada, who was slain. It was Harold's last victory, for he fell at the battle of Hastings nineteen days later. The bridge of that time was of timber, and was held against the English by one heroic Norseman, who slew forty with his axe, but was at last killed by one of the English, who thrust at him from beneath the timbers. The present bridge of stone is not exactly on the site of the historic spot.
30½	Cross-roads. *New Malton*, 11¼ m. *Pocklington*, 6¾ m. ☞	10	
28¼	GARROWBY HILL.	12¼	Long steep hill (two miles), gradient at steepest part 1 in 4½ for fifty yards. DANGEROUS.

Miles from Bridlington Quay		Miles from York	
	D UP† *Gradient* 1 in 4½.		Road now enters the dreary Wold district, a wide-spreading tract of swooping chalk hills, for the most part treeless, but formerly supporting enormous flocks of sheep. Vast acreages of the Wolds, once considered impossible for corn-growing, were broken up by Sir Christopher and Sir Tatton Sykes, enclosed, and made to produce bountiful harvests of wheat.
21¾	DOWN Fridaythorpe.	18¾	The place-name is said to derive from that of the Saxon deity, Frea. Here is a small but interesting Norman church, with Early English additions, restored by Sir Tatton Sykes.
	DOWN *Sledmere*, 🚂 5 m.		
18¼	DOWN Wetwang.	22¼	*I.e.* "Vettvang," the "witness-field". The name is Norse or Icelandic, and indicates that this was the meeting-place of the hundred, or other unit of local government, in the times when the district was settled by Norse invaders. Here is a considerable pond, or "mere". The small church is Norman with later additions.
	DOWN Keep right. Keep left.		Keeping to right and then left at end of village, Garton lies ahead, with the monument to Sir Tatton Sykes (died 1863) prominent on hilltop. The tower is 120 feet high.
16¾	Level Crossing.	23¾	

Miles from Bridlington Quay		Miles from York	
	Junction of road from Sledmere, on left.		
15¼	Garton-on-the-Wolds.	25¼	Garton church is a small Norman building without aisles. The doorway on west face of the tower is elaborately enriched. Above it is a sculptured group of St. Michael and a dragon, supported by an angel on either side. Interior of the church is lavishly covered with wall-paintings.
14	Emswell.	26½	
12¾	Little Driffield.	27¾	Church is Early Norman with insertions of Decorated and Perpendicular windows. There are traces of a Saxon church. An inscription states that Alfred, king of Northumbria, who died A.D. 705, was buried in the chancel.
	Cross-roads, turn right.		Turn sharp to right at cross-roads, into Great Driffield.
12	Great Driffield.	28½	Pop. 5676. The place-name is said to derive from "Deira field," *i.e.* the field, or clearing, in the ancient widespreading woods of Deira, as this part of the country was once known. Driffield is a market-town of great antiquity, situated beneath the hills of the Wold district, which are tumid with prehistoric sepulchral burrows and other relics of immemorial age. The town itself contains but little of interest, apart from its church, which possesses a remarkably fine and tall tower, something after the elaborately-pinnacled Somersetshire type, and of Perpendicular period.

Miles from Bridlington Quay		Miles from York	
			Hotels : Railway ; Bell. Motor repairs : Calvert, Middle Street.
	Hornsea, 17½ m.		
	Hull, 22 m.		(See pp. 596-597.)
	Scarborough, 20¾ m.		(See pp. 562-565.)
	Market Weighton, 15½ m.		
			Leaving Great Driffield turn left out Market Place, past "Bell" hotel.
9¾	Nafferton.	30¾	Large village, with Decorated and Perpendicular church. Modern church at hamlet of Wansford, designed by G. E. Street for Sir Tatton Sykes.
8¾	Fork of roads, keep right. *Rudston*, 5¾ m.	31¾	Keep right at fork of roads. (Left to Rudston, five and three-quarters miles.)
5½	Burton Agnes.	35	Church is Transitional Norman, Early English and Perpendicular. It is approached along a dark yew avenue. Monuments of the Somerville, Griffith and Boynton families, including an astounding affair composed largely of sculptured representations of skulls, bones and coffins, to Sir Henry Griffith and two wives, seventeenth century. Burton Agnes Hall, immediately adjoining the church, is a magnificent late Elizabethan and early Jacobean mansion approached by an elaborate gatehouse. The skull of Anne Griffith, who was one of the three daughters and co-heiress of Sir Henry Griffith, and who was murdered, is preserved in a receptacle within the screen in the Great Hall. It is the subject of many legends.
4½	Thornholme.	36	
3¾	Haisthorpe.	36¾	
2½	Carnaby.	38	Church is Early English and Perpendicular.

Miles from Bridlington Quay		Miles from York	
	Hull, 28¼ m. ☞ *Bessingby.* ☞		(See p. 599-601.) The church with a stone spire is modern. Brass, William Pierson, 1668, and wife, 1647.
1	Fork of roads, keep right. DOWN *Bridlington*, ☞ 1 m.	39½	At fork of roads keep right. (Left to Bridlington, one mile.) The old market-town of Bridlington, a place distinct from, although adjoining, the seaside resort of Bridlington Quay, was in existence when Domesday Book was compiled, and is there called "Bretlinton". It is notable only for the great church of Bridlington Priory. Of the ancient monastery nothing is now left except the gatehouse, known as Bayle Gate, which is now the Town Hall. The present church is the nave of the former Priory Church, which, with the two towers at the west front, is Decorated and Perpendicular. Much restoration of doubtful quality was undertaken by Sir Gilbert Scott, 1857.
	BRIDLINGTON QUAY.	40½	The modern seaside resort of Bridlington Quay is frequented in summer by boisterous crowds of excursionists, holiday-making from Hull, but it is now becoming a fashionable watering-place. Here is a good harbour, and fine sands extend a long distance round Bridlington Bay.

Route 161. YORK TO HULL

Miles from Hull		Miles from York	
38½	YORK. *Yorkshire.*		York to fork of roads at Grimston, as p. 575.

Miles from Hull		Miles from York	
	(*Ouse Bridge.*)		
35¾	Grimston. Fork of roads, keep right. *Great Driffield,* 🖃 25¾ m.	2¾	Keep right. (Left to Great Driffield, twenty-five and three-quarters miles, see pp. 575-577.)
32¼	Kexby. Cross the Derwent.	6¼	The crossing of the Derwent at Kexby by a quaint old bridge is a pretty scene.
30¼	Wilberfoss.	8¼	The Wilberforce family derived from this place. The church is Perpendicular. Brass to Robert Hoton and wife, 1447. Very sharp dangerous corners in the village.
	Keep right. Keep left.		Keep to right, and then left, on leaving Wilberfoss.
27¼	Barnby-on-the-Moor. Fork of roads, keep right. *Pocklington,* 🖃 2 m.	11¼	Keep right at fork of roads on leaving Barmby. (Left to Pocklington, two miles.)
23¾	Hayton.	14¾	Small Norman church, with later additions.
22½	Thorpe-in-the-Street. *Londesborough,* 🖃 2 m.	16	Wayside hamlet. An avenue leads on left to Londesborough, whose woods pleasantly vary the landscape. Londesborough Park is the seat of the Earl of Londesborough. The mansion stands on or near the site of a Roman villa. It was built, and the park designed and planted, by the third Earl of Burlington, the famous art-lover and connoisseur, in the eighteenth century. The property came to the Dukes of Devonshire, and was sold by the sixth Duke to George Hudson, the famous, or notorious, "Railway King". Finally it was purchased for £470,000 by Lord Albert Conyngham, created Earl of Londesborough, 1850.

The church is a very interesting building, Early English, Decorated, and Perpendicular, with a Norman south door, over which is a Saxon sundial. Various inscriptions, old banners, and pieces of funeral armour.

Miles from Hull		Miles from York	
21½	Shipton.	17	Small Norman church.
19	Market Weighton.	19½	Pop. 1780. The place-name, "Weighton," appears to derive from the Saxon "Weg-tun," the town on the way, *i.e.* the old Roman vicinal way from York to the Humber. It was considered by Camden to stand on the site of the station called *Delgovitia*. This is a quiet, not to say extremely dull, little place, whose one annual feature is the great sheep fair, 25th September.

In church is epitaph: "In memory of William Bradley, of Market Weighton, who died May 30th, 1820, aged 33 years. He measured seven feet nine inches in Height, and Weighed twenty-seven stones". This weighty person (in the avoirdupois sense of the word) made a living by exhibiting himself at so much a head. He is said to have been most abstemious, and to have drank nothing stronger than tea.

	Howden, 13 m. ☞ *Great Driffield*, 15½ m. *Selby*, 18 m. ☞		(See pp. 561-564.)
	Fork of roads, keep left. *South Cave*, 7½ m. ☞		Leaving Market Weighton, keep left at fork. (Right to South Cave, seven and a half miles.)
	WEIGHTON HILL. UP†		Long rise.
16	Arras.	22½	Here are numerous prehistoric sepulchral mounds, which have all been opened and sorted over by archæologists. They yielded some remarkable relics, including chariot-wheels. These are to be seen in the museum of the Yorkshire Philosophical Society at York.
	DOWN		Long descent.

Miles from Hull		Miles from York	
14½	Fork of roads, keep right. *Great Driffield*, 12 m.	24	Keep right at fork of roads. (Left to Great Driffield, twelve miles.)
12	Bishop Burton.	26½	Village in a charming sheltered nook beneath the Wolds. The grouping of church, village pond, and picturesque houses, surrounded by trees, is very pleasing. The much-restored church is Early English. Brasses, including a "Chalice" brass to one Peter Johnson, vicar, 1460. Wooden bust of John Wesley in vestry. On the road to Beverley is a wayside cross, said to be one of the old Sanctuary crosses. Five-mile speed-limit here.
	Turn right.		Turn right, along a rough cobble-stoned street, into Beverley, and through the old red-brick gate called North Bar, the sole surviving of the ancient town gateways.
8¾	Beverley.	29¾	Pop. 13,654. Beverley owes all its ancient importance and most of its surviving interest to the great and noble Minster church of St. John the Evangelist, founded by St. John of Beverley, a native of the neighbouring village of Cherry Burton, who flourished in the seventh and eighth centuries, became Archbishop of York, and died at Beverley, A.D. 721. He was canonised, 1037. The existing church dates from the thirteenth and fourteenth centuries, and is in the Early English and Decorated styles, with long and lofty nave, transepts, stately choir, and two tall pinnacled western towers in the Perpendicular style.

The Minster is terminated eastward by two shallow transepts, only of half the projection of the main transepts, and by the Lady Chapel. Leading out of the north-east transept is the Percy Chapel, at the entrance to which is found the Frid Stool, a stone chair of Sanctuary which was anciently placed in the north porch, and formed a refuge that, once reached, enabled fugitives to claim protection of the Church. The famous

"Percy Tomb," at the north side of the high altar, owes its fame to the exceedingly elaborate details of its sculptured decoration, which survives, comparatively uninjured, although the effigy, which must have been its chief feature, is lost. Considerable doubt exists as to whom this fine work commemorates, but the balance of evidence goes to show that this is the tomb of Eleanor Fitz Alan, wife of the first Lord Percy. She died 1328.

The church of St. Mary is also a fine and stately building, chiefly Decorated and Perpendicular, with imposing central tower, elaborately pinnacled, and transepts. The nave-arcade is peculiarly interesting, decorated as it is with sculptured angels bearing shields inscribed with the names of the faithful men and women who gave towards the rebuilding in 1524, after the fall of the tower in 1520. Thus we read:—

"Orate pro animabus histeriorum:" "Orate pro animabus Johis Croslay mercatoris et Johanne uxoris ejus;" "Xlay and his wyffe made thes to pyllors and a halffe;" "Thys to pyllors made gud wyffys, God reward thaym;" together with a curious group of five little sculptured figures on a pillar representing a harper, a drummer, violin-player, piper, and lute-player, and inscribed, "Thys pyllor made the meynstryls".

The font is a fine example, octagonal in form and of dark marble, inscribed: "Pray for the soules of Wyllm Feryffaxe, Draper, and his Wyvis whiche made thys font of his pper costes the x day of Marcie ye yere of our Lord MDXXX." There are numerous other exquisite details to be noticed in this noble church.

Hotels: Beverley Arms; Holderness. Motor repairs: Cherry, Queensgate Road; Hebb Bros., Langate.

Miles from Hull		Miles from York	
	Great Driffield, ☜ 13¼ m. *Hornsea*, ☜ 13 m. *Anlaby*, 8 m. ☞		(See p. 596.)
	Level Crossing.		Passing railway station and level crossing on leaving Beverley, a lonely and flat uninteresting road, with poor surface, leads into Hull, past Newland.
2½	Newland.	36	Hull tramways begin.
	HULL.	38½	Pop. 278,029. Hull is officially,

and in all legal documents, "Kingston-upon-Hull," but it was in early times known by quite another name: the Norse name of "Wyke". The name of "Kingstown" originated 1299, on the visit of Edward I., and the suffix, "upon-Hull," seems to have arisen from the necessity which soon arose of distinguishing it from numerous other "Kingstowns". "Hull" is the name of a small stream which flows into the Humber.

This great seaport, which ranks fourth among the great ports of Great Britain, is a dreary and grimy place of enormous commercial activity and prosperity, with many large and crowded docks, which are continually being enlarged or added to. The architectural or antiquarian attractions of Hull are few. Chief among them is the ancient parish church of Holy Trinity, in the market-place. This is a stately building, with transepts and lofty central pinnacled tower. The building ranges from Decorated to Perpendicular. The choir is rather curiously built of brick. Monuments include effigies of Sir William de la Pole, 1366, and wife, 1381. He was the great merchant ancestor of the de la Poles who in later years figured among the noblest in England. A gilded statue of William III. stands in the Market Place. Beside the church is the ancient Grammar School, founded 1486 by John Alcock, Bishop of Ely, a native of Beverley. The present building dates from 1583.

The institution of the Trinity House of Hull was founded 1369 and 1457. The buildings were rebuilt 1753, and include a chapel, a hall, and a number of almshouses. The hall contains some interesting portraits, and a very fine collection of silver plate. One of the most prominent objects in Hull is the Wilberforce Monument, a Doric column, 90 feet high, erected 1835. A statue of William Wilberforce, the philanthropist, surmounts it. The house where he was born, 24th August, 1759, still stands in the High Street. It is the ancient house in which Charles I. stayed during his visit, 1639.

Hotel: Grosvenor, garage. Motor repairs: Argus Motor Co., 3 Grosvenor Street; Hull City Garage.

Route 162. YORK TO SCARBOROUGH

Miles from Scarborough		Miles from York	
41	YORK. *Yorkshire.* (*Ouse Bridge.*)		Proceeding through York by Low Ousegate, and to left round St. Michael's church, into Spurriergate, and thence to right into

Miles from Scarborough		Miles from York	
			Market Street, and across Parliament Street into Church Street and Goodramgate, pass through Monk Bar, and so out of the city by Monkgate.
	Monk Bridge. Cross the Canal. Foss Navigation.		
40½	Fork of roads, keep left. *Heworth.* ☞	½	Keep left at fork of roads. (Right to Heworth.)
36¼	Level Crossing.	4¾	
30¾	Barton Hill Railway Station.	10¼	
	Level Crossing.		
30	*Slingsby*, 🖃 7 m.	11	(See pp. 592-593.)
	Whitwell Hill.		
	D *Gradient* 1 in 8.		Long ascent, very trying.
29½	*Kirkham Priory.* ☞	11½	The ruins of Kirkham Priory are about one mile right, across the river Derwent. They are scanty, consisting chiefly of the beautiful Decorated gatehouse and an equally fine Early English fragment of the east end of the church.
29¼	Whitwell-on-the-Hill.	11¾	
	Gradient 1 in 9.		Long rapid descent to Crambeck Bridge.
27¾	Crambeck Bridge.	13¼	

Miles from Scarborough		Miles from York	
	Cross a stream.		Long steep rise, followed by descent to New Malton.
23¼	New Malton.	17¾	Pop. 4822. There are two Maltons, New and Old, and in addition to these is Norton, standing on the other side of the Derwent. These form practically one small market-town, standing on or near the site of the Roman station, *Derventio*. Of the Priory of Old Malton, which was a Gilbertine house, founded 1150 by Eustace Fitz John, little remains. It stands on the Pickering road. The choir, transepts, central tower and aisles have all been destroyed. The nave and south-west tower, which survive and serve the purpose of a parish church, are chiefly Transitional Norman, with Early English and Perpendicular additions. It is an interesting fragment. The "Cross Keys" inn, Wheelgate, has an interesting Late Norman crypt, which appears to have belonged to an ancient hospital. The Lodge, a Jacobean residence, on right of the road to Old Malton, is the surviving fragment of a mansion built *c.* 1615 on the site of the ancient castle.

Hotels : Talbot, Yorkergate ; "George, Yorkergate ; Sun, Wheelgate. Motor repairs : C. W. Robson Castlegate (garage).

	Helmsley, 16 m. *Driffield*, 20¼ m.		(See pp. 592-595.)
	Whitby, 29 m.		(See pp. 617-619.)
	Cross the Derwent.		Leaving New Malton turn to right at cross-roads by Post Office, and cross river Derwent and then a level railway crossing. Good easy road for fifteen miles.
	LEVEL CROSSING.		
21¾	Norton.	19¼	
	Fork of roads, keep left. *Driffield*, 19¾ m.		Keep left at Norton. (Right to Driffield, nineteen and three-quarters miles, see pp. 592-595.)

Miles from Scarborough		Miles from York	
19¾	Scagglethorpe.	21¼	Keep round to left at Scagglethorpe.
18¼	Rillington.	22¾	
16¾	Fork of roads, keep right. *Scarborough, through Brompton,* 15½ m.	24¼	Keep right at fork of roads. Left to Scarborough, through Brompton, fifteen and a half miles, a route shorter by one mile than the present, but much more hilly.
14¼	West Heslerton.	26¾	
13¼	East Heslerton.	27¾	
11¼	Sherburn.	29¾	
9¼	Ganton.	31¾	
7¼	Staxton.	33¾	Chancel-arch of church is Norman, with much characteristic decoration of that period.
	Junction of road from Driffield, on right.		From Staxton to beyond Seamer the road crosses Seamer Carr, a low-lying, marshy tract of country.
7	Spital Corner.	34	
	DOWN		Sharp drop at Spital Corner, where keep left. (Right to Filey, six and three-quarters miles, see pp. 565-566.)
6¾	Fork of roads, keep left. *Filey,* 6¾ m.	34¼	
6½	Cross the	34½	
	Hertford River.		
6	LEVEL CROSSING.	35	
4	Seamer.	37	The place-name is an evolution of "Seamere," the district having anciently been one of mingled salt and fresh-water lagoons or meres. The church has some Norman portions. The ruins near by are those of the old manor-house.
	Fork of roads, keep right.		Keep sharp to right in Seamer village, then left, and then right at further fork, road rising easily to Crossgates Farm.
	Fork of roads, keep left.		

Miles from Scarborough		Miles from York	
	Fork of roads, keep right.		
3¼	Crossgates Farm.	37¾	
	Fork of roads, keep left. *Filey*, 6 m. ☞		Keep left at fork of roads at Crossgates Farm. (Right to Filey, six miles.)
			Moderate descent and rise, followed by sharp winding descent and easy rise.
¾	Falsgrave.	40¼	Suburban extension of Scarborough. (Described, p. 615.)
	SCARBOROUGH.	41	

Route 163. YORK TO CASTLE HOWARD AND SLINGSBY

Miles from Slingsby		Miles from York	
17½	YORK. *Yorkshire.* (*Ouse Bridge.*)		York to fork of roads three-quarters of a mile past Barton Hill railway station, as pp. 584-585.)
7¼	Barton Hill Railway Station.	10¼	
6½	Fork of roads, keep left. *New Malton*, 6¾ m. ☞	11	Keep left at fork of roads. (Right to New Malton, six and three-quarters miles, see pp. 585-586.)
	Cross the Spital Beck. Keep left. *Gradient* 1 in 5 *Welburn.* ☞		Crossing the stream turn left, road rising long winding hill (steepest part is a short stretch of 1 in 5) to the monumental column in memory of the seventh Earl of Carlisle, who died 1864. The spot to which we have now come is on the ridge of the Howardian Hills. The village of Welburn is on right.
4	Castle Howard	13½	In half a mile we come to the

Miles from Slingsby		Miles from York	
	Park South Lodge.		South Lodge entrance to Castle Howard Park, the magnificent demesne of the Earl of Carlisle.

The great mansion of Castle Howard, one of the foremost among the "stately homes of England," was designed and built *c.* 1702-30, for the third Earl of Carlisle, by Vanbrugh, who was also architect of Blenheim Palace. It is in a classic style and of a monumental character, the principal frontage measuring 320 feet. The name "Castle," singularly inappropriate to this palace of art and luxury, is by way of a heritage from the ancient castle of Hinderskelf, which stood on this site and was burnt down *c.* 1700. The vast grounds are laid out in formal gardens and avenues, leading to distant woodlands. Statuary, terraces, and other adornments in the eighteenth century taste are found, together with a large and stately classic mausoleum to the south-east side of the park. The mansion and its priceless art collections, including many pictures of the Italian, Dutch, and English schools; china, ancient bronzes, and marbles, has always been readily accessible to visitors, through the generosity of the Earls of Carlisle.

A noble avenue of beeches extends for about one and three-quarters miles, from the South to the North Lodge. The obelisk passed on the way is to the memory of the great Duke of Marlborough. The beech avenue is then succeeded by a double avenue of limes. On right is the great lake.

2¼	Castle Howard Park North Lodge.	15¼	
	UP†		Long winding rise from North Lodge, road rough and winding.
	Gate Across Road.		
	DOWN		Rough descent to Slingsby.
	SLINGSBY.	17½	(Described, p. 593.)

Route 164. YORK TO HELMSLEY

[*Many very sharp turns on this road, and generally narrow*]

Miles from Helmsley		Miles from York	
23½	YORK. *Yorkshire.*		Leaving York by High Petergate, and thence through Bootham

Miles from Helmsley		Miles from York	
			Bar, and first to right (Gillygate) turn left into Clarence Street, and further left into Wigginton Road.
22	LEVEL CROSSING.	1½	
19½	*Wigginton*, ½ m.	4	
15½	Sutton-in-the-Forest.	8	The "Forest" referred to in the place-name has disappeared. It was the ancient forest of Galtres, a swampy wild of evil repute which extended for about nine miles north from the walls of the city of York, and was a place of dread to travellers of old. There appears to have been little woodland, but much boggy waste, so far back as the time of Henry VII. The Reverend Laurence Sterne, author of *Tristram Shandy* and other works of eighteenth century humour and sensibility, was vicar here from 1738, and also of Stillington from 1742. In 1760 he became in addition vicar of Coxwold. This distinguished pluralist died in London, 1768. The church is Perpendicular, of no great interest.
13	Stillington.	10½	Quaint old village, with Perpendicular church.
	Easingwold, 4 m. *Sheriff Hutton*, 4 m.		
	UP *Gradient* 1 in 5		Road twists and winds and rises (gradient in steepest part 1 in 5) to Brandsby, a village beneath the Howardian Hills. The church was rebuilt in an Italianate style, 1716.
9¾	Brandsby.	13¾	
8½	Cross-roads, keep left.	15	Keep left at cross-roads.
	DOWN & UP *Gradients* 1 in 9. DOWN		Smart descent, followed by rise and a further descent to Gilling, picturesquely situated in a vale overhung by wooded hills.
5	East Gilling.	18½	Gilling church is Transitional Norman, Decorated, and Perpendicular. It contains a curious

monumental slab of fourteenth century, sculptured with what antiquaries style an "interrupted effigy". Tomb with effigies, Nicholas Fairfax, 1572, and two wives. Monument to Thomas Fairfax, 1828. Gilling Castle, high up amid the trees on the hill, was a seat of the Fairfax family. It is a stately mansion, incorporating the ancient keep of the thirteenth century, but chiefly of Elizabethan date. There is, however, an early eighteenth century west front, built by Vanbrugh. The very remarkable and interesting Elizabethan dining-room, richly panelled and decoratively and heraldically painted about 1584, and with magnificent contemporary armorial stained glass of the Fairfax and other families, is well worth seeing. The house is shown by the courtesy of the present owners. The gardens are exquisitely lovely.

Miles from Helmsley		Miles from York	
	LEVEL CROSSING. Cross the Gill Beck.		Passing over level crossing on leaving Gilling, and crossing the Gill Beck, the road soon rises steeply through Oswaldkirk, which is situated chiefly left.
	OSWALDKIRK **D** BANK. *Gradient* 1 in 4½		This steep hill of Oswaldkirk Bank is VERY DANGEROUS. Gradient steepens to 1 in 4 at very short bend.
3¼	Oswaldkirk.	20¼	Church of St. Oswald, king and martyr, is chiefly Early English, but with some Norman remains and Perpendicular additions. (See pp. 592-594.)
	New Malton, 12¾ m.		
1	Sproxton. **D** *Gradients* 1 in 9. Cross the Rye.	22½	Steep descent to Helmsley, across river Rye.
	HELMSLEY.	23½	(Described, p. 610.)

Route 165. HELMSLEY TO MALTON AND GREAT DRIFFIELD

[*This route crosses the Wolds, on which the roads are very slippery in wet weather, the subsoil being chalk*]

Miles from Great Driffield		Miles from Helmsley	
36¼	HELMSLEY. *Yorkshire.* Cross the		Leaving Helmsley in a southerly direction, cross river Rye, road then rising steeply.
	Rye.		
35¼	Sproxton.	1	
			Smart run down from Sproxton, road then rising and falling.
33¼	*Oswaldkirk.* ☞ Fork of roads, keep left. *Gilling*, 1¾ m. ☞	3	Village chiefly on right. Keep left at fork of roads. (Right to Gilling, one and three-quarters miles, see pp. 590-591.)
			Road descends easily.
31¼	Stonegrave.	5	Church was rebuilt 1863, except Norman piers of the nave-arcade and the Saxon tower. Fine chancel-screen, dated 1687. Fragments of Saxon crosses in the porch. Cross-legged thirteenth century effigy of a knight in chain-mail, one of the Thornton family, with two other effigies of same period.
30¾	Cross-roads. Turn right. *Kirby Moorside*, ☜ 6½ m.	5½	
29½	Level Crossing.	6¾	
29	Hovingham.	7¼	Pleasant village in a well-wooded country. Hopes are entertained of Hovingham some day becoming

an important spa. It has already a spa-room at the spring one mile west. If the odious scent and taste of the water form any criterion of its medicinal efficacy (which is declared to be the case) Hovingham Spa should do extremely well. The springs are chalybeate, and rich in sodium and sulphur, and permeate the immediate neighbourhood with an odour of ancient eggs which makes strong men feel faint.

The church, built 1860, retains its Saxon tower. Hovingham Park, adjoining the village street, is the extensive and beautiful estate of the Worsley family. The house is modern.

Miles from Great Driffield		Miles from Helmsley	
	Fork of roads, keep left. *Sheriff Hutton*, 6½ m. ☞		Leaving Hovingham, keep sharp to left. (Right to Sheriff Hutton, six and a half miles.)
	WATERSPLASH.		
26¾	Slingsby.	9½	Picturesque village, with the moat-encircled ruins of a ruined mansion called the "Castle," built about 1630 by Sir Charles Cavendish on the site of an ancient stronghold. The ivy-clad walls, amid fine trees, form a notable picture. The church has been rebuilt. It contains a thirteenth century cross-legged effigy of a knight, holding a heart in his hands.
	Castle Howard, 4 m. ☞		(See pp. 588-589.)
	DOWN		
25¼	Barton-le-Street.	11	Barton takes the "le-Street" suffix from its situation on the Roman road to *Derventio*, which was placed between New and Old Malton. The church, rebuilt 1870, retains the original Norman sculptured work.
24¼	Appleton-le-Street.	12	The church has a Saxon tower.
	UP&DOWN		

Miles from Great Driffield		Miles from Helmsley	
23¼	Amotherby.	13	The church has been partly rebuilt, and otherwise much restored.
	Kirby Moorside, 10¼ m.		
22¾	Swinton.	13½	
20½	New Malton. *Pickering*, 8½ m. Cross the	15¾	(Described, p. 586.)
	Derwent.		
	LEVEL CROSSING.		
20	Norton.	16¼	
	Fork of roads, keep right. *Sherburn*, 11½ m.		Keep right at fork of roads (left to Sherburn, eleven and a half miles), and then left at next fork, and finally to right.
	Fork of roads, keep left.		
	Fork of roads, keep right.		
18¾	Newstead,	17½	
	Fork of roads, keep right.		Keep right at fork of roads, road rising and falling, with a further long rise to North Grimston.
16	North Grimston.	20¼	Village on the lofty wolds, which are crested by Settrington Beacon, two miles left. Church is Norman and Early English. The font is sculptured with a representation of the Descent from the Cross.
	Fork of roads, keep left. *Wharram-le-Street*, 1½ m.		Keep left at fork of roads. (Right to Wharram-le-Street, one and a half mile.)
	GRIMSTON HILL.		Road twists and wriggles ruggedly uphill. Bad surface. Easy fall to Duggleby.

Miles from Great Driffield		Miles from Helmsley	
	Gradients 1 in 9.		
12¾	Duggleby. Fork of roads, keep right. *Kirby Grindalythe*, 1½ m.	23½	Keep right at fork of roads. (Left to Kirby Grindalythe, one and a half mile.)
	Cross a stream.		
			Long rise. Bad surface. Then descent, with following long rise to a bleak and shivery place on the wolds called "Canada". Road then goes down to Sledmere.
10¼	Canada.	26	
8	Sledmere.	28¼	

Sledmere is famous in all the broad acres of Yorkshire as the home of the Sykes family, who have been settled here for about two centuries, and have in that time brought the once barren surrounding wold country into a high state of cultivation. The beginnings of these developments were made by Sir Christopher Sykes, and energetically continued by his son, the first Sir Tatton Sykes. The architectural activities of these baronets and the late Sir Tatton, who died May, 1913, and was not only a great sportsman, but a notable church-builder, are as marked in this neighbourhood as their agricultural works. Here, at the cross-roads in the village, is one of the latest, a Queen Eleanor cross, a copy of the well-known Northampton example, erected 1899; and the parish church of Sledmere has recently been rebuilt in a beautiful and elaborate style.

The mansion, in the park, is an eighteenth century building in the classic style then greatly favoured, and the classic temple at the entrance to the park, a memorial to Sir Christopher, carries on the idea.

	Hunmanby, 15½ m. *Fridaythorpe*, 5 m.		(See pp. 605-607.)
3¼	Garton-on-the-Wolds.	33	
	GREAT DRIFFIELD.	36¼	(Garton to Great Driffield, as p. 577.)

Route 166. GREAT DRIFFIELD TO HULL

Miles from Hull		Miles from Great Driffield	
22	GREAT DRIFFIELD. *Yorkshire.* Level Crossing. Fork of roads, keep left. *Market Weighton*, 15 m. ☞		Leaving the town in a southerly direction, turn to right at railway station, and thence in half a mile to level crossing. Keep left at fork of roads. (Right to Market Weighton, fifteen miles, see pp. 562-564.)
18½	☜ *Cranswick.*	3½	The road to Cranswick passes Sunderlandwick Park.
16¾	Watton.	5¼	Church is a red-brick building, a curious structure of Perpendicular character. A lofty screen of that period separates nave and chancel. At Watton was a Gilbertine priory, a mixed establishment for monks and nuns, founded by Eustace St. John, *c.* 1150. Nothing is left of it. The farmhouse called the "Abbey" is merely built up of fragments from the ancient buildings.
15½	Beswick.	6½	Here is an old red-brick Jacobean manor-house.
13¾	Scorbrough.	8¼	Church was rebuilt 1859. A singular slab, sculptured in slight relief, represents a priest. It is apparently of fourteenth century.
11¾	Leconfield.	10¼	The church is largely patched with red-brick. The tower is apparently Jacobean, but the building is otherwise Decorated. The picturesque village was formerly dominated by a great castle, of which the moated enclosure only is left.
9¾	Molescroft. Junction of road from Cherry Burton, on right.	12¼	
8¾	Beverley.	13¼	(Described, pp. 582-583.)

Miles from Hull		Miles from Great Driffield	
	Market Weighton, 10 m. ☞ *Anlaby*, 8 m. ☞ *Hornsea*, 🚂 13 m.		(See pp. 581-582.)
	Level Crossing.		Leaving Beverley by Eastgate, and over level crossing, turn to
8¼	Fork of roads. Turn right.	13¾	right in one-half mile at the gas-works.
6¾	Woodmansey.	15¼	
4½	Dunswell.	17½	
2	Newland.	20	Hull tramways begin.
	HULL.	22	(Described, pp. 583-584.)

Route 167. GREAT DRIFFIELD TO FILEY

[*The better and less hilly route to Kilham, six miles, is by Nafferton and Ruston Parva*]

Miles from Filey		Miles from Great Driffield	
18½	GREAT DRIFFIELD. *Yorkshire.*		Proceeding northwards from Great Driffield, keep right at fork of roads in two miles. (Left to
16½	Fork of roads, keep right. *Scarborough*, 🚂 19¾ m.	2	Scarborough, eighteen and three-quarters miles, see pp. 564-565.)
	UP†		Steep rise to Stump Cross fork of roads, where keep right, road
15¾	Stump Cross. Fork of roads, keep right.	2¾	proceeding to Hunmanby across the dreary undulating wolds.
13½	Pockthorpe. Turn right.	5	
12½	Kilham.	6	Turn right into Kilham. Church is a good Perpendicular building, with enriched Norman door.
	Keep right. Keep left.		
9½	Rudston.	9	In Domesday, "Rodestan". The village takes its name from the remarkable standing stone at the north-eastern end of church

Miles from Filey		Miles from Great Driffield	
			It is slender in comparison with its height, measuring in breadth 5 feet 10 inches, by 2 feet 3 inches wide, but stands 25 feet 4 inches above ground, with an equal length estimated beneath. It is considered to be a Celtic monument, but bears no markings. The church is partly Norman.
	Bridlington, 5 m.		
6½	North Burton.	12	
			Long steep rise out of North Burton, with steep descents into Hunmanby. Keep left at fork of roads at foot of hill into Hunmanby.
	Fork of roads, keep left.		
3	Hunmanby.	15½	Small town, or large village. The place-name is said to derive from the "House of the houndman," that is to say, the kennels where the hounds were kept in ancient times for hunting the wolves which infested the neighbourhood. The church is Norman and Early English, with some good Decorated windows.
	Turn right.		Leaving Hunmanby turn right
	Turn right.		and then again right, and under railway.
2½	Cross-roads, keep left.	16	Keep left at cross-roads. (Right to Reighton, one and a half miles.)
	Reighton, 1½ m.		
1½	Fork of roads, keep right.	17	Keep right at fork of roads. (Left to Scarborough, six and three-quarters miles.)
	Scarborough, 6¾ m.		
	FILEY.	18½	(Described, p. 566.)

Route 168. HULL TO BRIDLINGTON

[*Route* 166 *to Great Driffield (in reverse) and then to Bridlington, twelve miles, is a much better road though slightly further and not quite so level*]

Miles from Bridlington		Miles from Hull	
31	HULL. *Yorkshire.* Monument Bridge. Cross Queen's and		Proceeding from Hull across Monument Bridge, turn left along Alfred Gelder Street, across Drypool Bridge, and Clarence Street; and turn to right along the Holderness road.
	 Prince's Dock. Drypool Bridge. Cross the		
	 Hull. Southcoates Railway Station.		
29½	Level Crossing.	1½	
29	Mile House. Fork of roads, keep left. *Hornsea*, 15¾ m.	2	Keep left at fork of roads after passing Mile House. (Right to Hornsea, fifteen and three-quarters miles.)
27½	Sutton.	3½	Church is Decorated and Perpendicular, the exterior, including the lofty tower, chiefly in red brick. Tomb, with effigy, Sir John de Sutton, 1357.
24¾	Waghen. Fork of roads, keep right.	6¼	Locally "Wawne". Keep right at fork of roads.
23¾	*Meaux Abbey.*	7¼	The site of Meaux Abbey is marked only by a few fragments of wall and by a farmhouse, in the garden of which is a slab from the tomb of Thomas Burton, Abbot, died 1437, with inscription. These, and a fragment of a

Miles from Bridlington		Miles from Hull	
			brass, are all that remain of the Cistercian Abbey founded *c.* 1150 by William le Gros, Earl of Albemarle.
20	Routh.	11	Church is Early English, Decorated, and Perpendicular. Brasses, Sir John Routh and wife, Agnes, 1410-20. They both wear the Collar of SS.
	Cross-roads, keep right. *Beverley*, 4½ m.		Keep right at cross-roads in Routh. (Left to Beverley, four and a half miles.)
18½	Whitecross.	12½	
	Cross-roads, turn left.		Turn left at cross-roads at Whitecross.
17½	Leven.	13½	Church was rebuilt on present site, 1845. The old church stood some distance away.
	Fork of roads, keep left.		Keep left at fork of roads. (Right to Hornsea, six miles.)
	Hornsea, 6 m.		
16	Brandesburton.	15	Picturesque village, with a battered ancient cross in its midst, much patched and cobbled with brick, as also is the church, which is Early English and Perpendicular. Brasses, including a bracket-brass to William Darell, rector, 1364; and Sir John St. Quintin, 1397, and wife, Lora, 1379.
			The low ridge running some two miles to the north-west is known as "The Barf".
	Great Driffield, 11 m.		
15½	Fork of roads, keep left.	15½	Keep left at fork of roads.
11	Beeford.	20	The chief feature of Beeford church is its handsome Perpendicular pinnacled tower. The ancient figure of St. Leonard, to

Miles from Bridlington		Miles from Hull	
			whom the church is dedicated, remains, in its niche over the west window. In the chancel is also another effigy of a priest, said to represent the saint. Brass to Thomas Tonge, rector, 1472.
8½	Lissett.	22½	The small chapel of St. James, which does duty for a church, is Norman, with considerable Decorated and Perpendicular additions.
	Fork of roads, keep right. *Burton Agnes*, 4 m.		Keep right at fork of roads on leaving Lissett. (Burton Agnes, four miles left.)
	Fork of roads, keep left. *Hornsea*, 8 m.		Keep left at fork of roads. (Hornsea, eight miles right.)
	Turn left.		Turn left, leaving Barmston on right.
7½	*Barmston*	23½	The church is Perpendicular. Ornate altar-tomb with effigy, Sir Martin de la Mere, 1497. Close by the church is an old house formerly entirely moated. The sea is rather less than a mile away, and is gaining on the land. One lonely house represents a former village of Auburn, and no vestige of the village of Hartburn remains.
			Road deteriorates towards Fraisthorpe. The isolated little eminence of Hamilton Hill is on right.
5½	Fraisthorpe. LEVEL CROSSING.	25½	
2½	Carnaby.	28½	Church is Early English with Perpendicular tower.
	Cross-roads, turn right. *Great Driffield*, 9½ m.		Turn right at cross-roads. (Left to Great Driffield, nine and a half miles, see pp. 577-578.)
	BRIDLINGTON.	31	(Described, p. 579.)

Route 169. HULL TO EASINGTON AND KILNSEA

Miles from Kilnsea		Miles from Hull
25	HULL. *Yorkshire.* Monument Bridge. Cross Queen's and Prince's Docks. Drypool Bridge. Cross the Hull.	
22½	Marfleet.	2½
19	Hedon.	6

Leaving Hull across Monument Bridge, and then to left, along Alfred Gelder Street, across Drypool Bridge, along Clarence Street, and then to right, along Great Union Street, by Drypool church, and down the Hedon road, a rough but level road leads to Marfleet. The entire route, running towards that "World's End," Spurn Head, at the mouth of the Humber, lies through the flat pastoral region of Holderness, where hills are not. The scenery is thus very tame, but by no means unpleasing, and the district is rich in small towns and villages whose decay lends an air of pensive romance to this out-of-the-way region, where tourists are something of a rarity.

Marfleet church has been rebuilt.

The unlovely surroundings of Hull are finally left behind on approaching Hedon, which is a decayed town, formerly a seaport, but the navigable creek on which it stood long ago dried up, and the port of Hull arose in its stead. Hedon is now two miles from the Humber. Even so long ago as the reign of Henry VIII. Hedon had fallen into neglect, and Leland then wrote of it: "Treuth is, that when Hull began to flourish, Hedon decaied". Yet, in spite of this decay and depopulation, the town continued to send two representatives to Parliament until the Reform Act of 1832 swept that abuse, with many another, away. The stranger, looking upon the one long empty street, with the many evidences of long-continued decline around, wonders, not only that Hedon should retain its ancient corporate existence, with an annually-elected Mayor, but considers it something of a miracle that Hedon should survive at all. The corporation is considered to be the oldest in England, and retains an ancient silver-gilt mace which is considered to date from 1413, when Henry V.

granted a charter to the borough. The noble church remains to attest the former importance of the town. It is locally styled the "King of Holderness," and is a very large transeptal building, with clerestory and a lofty central tower 130 feet high. The choir and transepts are Early English, the nave Geometrical Decorated, and the tower Perpendicular. The prominent church tower on left is that of Preston.

Miles from Kilnsea		Miles from Hull	
17	Thorngumbald.	8	
14	Keyingham.	11	The tall spire of the church, together with those of Ottringham and Patrington, is of service to mariners navigating the estuary of the Humber.
12½	Ottringham.	12½	Note here a stone "Gospel desk" in the chancel of the Early English church.
11	LEVEL CROSSING.	14	
10½	Winestead.	14½	The church is Perpendicular. In the Hildyard chapel, south of the chancel, are memorials of that family, including an altar-tomb, with effigy, Sir Christopher Hildyard, 1602. Here also is the effigy of a priest unknown. Brass in chancel, considered to be for Sir Robert Hildyard, died 1489. He was that "Robin of Redesdale" who in 1469 raised Yorkshire in rebellion against Edward IV. He afterwards changed sides, and became an adherent of the White Rose. At Winestead was born Andrew Marvell, the poet, and patriotic Member of Parliament for Hull, 1621. The entry of his baptism is in the church register. He was son of the rector.

There is some pretty woodland scenery here. Winestead Hall, built 1710, was formerly the seat of the Hildyards. Flax-growing is the most prominent industry of the neighbourhood. Elsewhere, Holderness is a great grain-growing district.

	LEVEL CROSSING.		
9	Patrington.	16	Place-name derives from dedication of the church to St. Patrick. Local enthusiasm declares the church to be the "Queen of Holderness," and it is not only that, but more, one of the finest parish churches in England. The reason of so large and elaborate a church being built at a place always remote and obscure is not known, unless

it be that the manor has always been, from Saxon times, the property of the Archbishops of York. It is a late Decorated building, with clerestoried nave, transepts with aisles, and a central tower and spire rising to 180 feet. The spire is of great beauty, rising from an octagon, which is supported by flying buttresses, and crested with a very forest of sixteen pinnacles. There are north and south porches, each surmounted by a parvise-chamber, and a Lady Chapel is built out of the south transept. In the chancel is a very fine sculptured Easter Sepulchre.

Miles from Kilnsea		Miles from Hull	
	Fork of roads, keep right. *Withernsea*, 4½ m.		Keep right at fork of roads. (Left to Withernsea, four and a half miles.)
7½	Welwick.	17½	In the church is a monumental effigy of a priest, said to have been brought from Burstall Priory, which was situated near Skeffling, two miles away, but was destroyed by encroachment of the sea. The effigy is set within a richly-sculptured recess. The work is very rich, and shows the date to be about 1350, but the whole discloses abundant evidence of having been put together again in an unworkmanlike fashion, after its removal. Brass to William Wright and wife, of Plewland, 1621.
6½	Weeton. Cross-roads. Turn right.	18½	Turn right at cross-roads.
5	Skeffling.	20	In the vicarage garden is the old font of Kilnsea church, which was swept away by the sea, 1826-31.
2½	Easington.	22½	Church has some Early English details.
	KILNSEA.	25	Kilnsea stands at the extremity of the practicable roads of the Spurn promontory, which projects like the upper mandible of a parrot's beak into the wide estuary

Miles from Kilnsea	Miles from Hull	
		of the Humber. The modern church, replacing that swept away, was built 1865. A long ridge of sand and peebles stretches away ahead, into what looks like infinity, with two lighthouses visible in the distance.

Route 170. SLEDMERE TO HUNMANBY

[*This is a lonely route, with very bad surface for long distances*]

Miles from Hunmanby		Miles from Sledmere	
15½	SLEDMERE. *Yorkshire.*		Leaving Sledmere past "Triton" inn, turn left. Road descends sharply at Croome House, three-quarters of a mile, and proceeds to Hunmanby along the line of the long valley between the wolds, known as "The Dale". Sharp turn to right into Helperthorpe.
	 Turn right.		
11½	Helperthorpe.	4	Church rebuilt by Sir Tatton Sykes.
10½	Weaverthorpe.	5	Church, standing in a prominent position above the village, has been restored by Sir Tatton Sykes. It is a highly interesting Norman building, of early date, perhaps even Saxon in parts. A Saxon sundial, with inscription, is placed over the south door. It records, in Latin, the building of a church here in honour of St. Andrew, A.D. 944.
	Great Driffield, 10½ m. 🚂 *Brompton*, 🚂 7¾ m.		
8¾	Butterwick.	6¾	Very small village, with little church amid farm buildings. Monumental cross-legged effigy of thirteenth century.

Miles from Hunmanby		Miles from Sledmere	
$6\frac{3}{4}$	Cross-roads, keep straight on *Foxholes*, ☜ *Great Driffield*, 10 m. ☞	$8\frac{3}{4}$	(See pp. 564-565.)
$4\frac{3}{4}$	Wold Newton.	$10\frac{3}{4}$	Church is a small Norman building, with wooden bell turret. On 13th December, 1795, a huge meteorite fell about a quarter of a mile south of Wold Newton, near the house of a Mr. Topham, who erected an obelisk on the spot. It bears the inscription.— "Here On this spot, Dec. 13, 1795 Fell from the atmosphere An extraordinary stone In breadth twenty-eight inches In length thirty-six inches, And Whose weight was fifty-six pounds. This column In memory of it Was erected by Edward Topham 1799." The obelisk is in the grounds of Wold Cottage, and the stone is now in the Natural History Museum, London.
	Turn left.		Acute turn to left one and a quarter mile past Wold Newton.
$3\frac{1}{2}$	*Willey Howe*, $\frac{1}{4}$ m. ☞	12	"Willey Howe," on right, is a mound ("How" = a barrow) of considerable prominence, about 300 feet in circumference and sixty feet high. It is the subject of many legends. One of these tells how a Wold Newton rustic, many centuries ago, coming home late at night from North Burton, not very sober, heard sounds of shouting

Miles from Hunmanby		Miles from Sledmere	
			and singing proceeding from the barrow, and seeing a door open in side of it, he peeped in and beheld a great banquet. One of the attendants offered him a cup. He would not drink, but poured out the contents and made away with the cup, on horseback. The cup was presented to Henry I. It was of unknown material, unusual colour, and extraordinary form. He gave it to his brother-in-law, David, King of Scots ; and it was afterwards given by William the Lion to Henry II.
	UP†		Steep rise into Hunmanby.
	HUNMANBY.	15½	Quaint old village, grouped round a village green. Church is Norman, Early English and Decorated.

Route 171. THIRSK TO SCARBOROUGH

[*Unless motorists wish to see Rievaulx Abbey they would do better to go from the Hambleton Hotel to Helmsley via Waterloo Lane and Sproxton rather than via Scawton and Rievaulx, as the latter road is narrow and hilly with a very bad surface and is never used by local motorists*]

Miles from Scarborough		Miles from Thirsk	
45¼	THIRSK. *Yorkshire.* (*Market Place.*)		Proceeding eastwards from Market Place, and crossing the Great North Road, the highway goes level for one mile.
	York, 23 m. ☞ *Northallerton*, ☜ 9 m.		(See pp. 334-335.)
44¼	Plump Bank.	1	Steep rise.
	UP†		

Miles from Scarborough		Miles from Thirsk	
	Fork of roads, keep right. ☜ *Feliskirk.*		Keep right at fork of roads. The place-name derives from dedication of the church to St. Felix, Bishop of East Anglia, died A.D. 647. The church has been largely rebuilt, but is Norman and Decorated. Monumental effigies of excellent workmanship to a knight and lady of the De Roos family, early fourteenth century.
	Cross the Hollings Burn.		
42	Sutton-under-Whitestone-Cliff.	3¼	
40¾	Hood Grange.	4½	About half a mile left is Gormire Lake, a sheet of water situated under Whitestone Cliff.
39¼	SUTTON BANK.	6	Long, extremely steep ascent of Sutton Bank, a rough hill winding up to left and then right to crest of the Hambleton Hills, which form the eastern limit of the great plain in midst of which flows the river Ouse, with the city of York beside it. The towers of York Minster, twenty miles distant, may be seen from the hilltop on clear days. The scenery is of a very fine description, the hills breaking suddenly away, like cliffs, down to the green vale.
	D *Gradient* 1 in 5.		
	Fork of roads, keep right.		Keep right at fork of roads on hilltop.
38½	Hambleton Hotel.	6¾	The moorland country on the hilltops around the Hambleton

Miles from Scarborough		Miles from Thirsk	
			Hotel was once used for horse-racing, and is still a much-prized training-ground.
38	Fork of roads, keep left.	7¼	Keep left at fork of roads.
36¾	Scawton.	8½	Here is a small Norman church, with western bell-cote.
	D *Gradient* 1 in 8.		Long, hazardous, winding descents from Scawton to Ryedale, in which are situated the lovely ruins of Rievaulx Abbey. The wooded vale is a sweet and gracious contrast from the lofty plateau from which the road has descended.
34¾	Rye Bridge. Cross the Rye. *Rievaulx Abbey*, ½ m.	10½	"Rievaulx" was the Norman-French way of rendering "Rye vale". The entrance is past a gatehouse and a ruined chapel.

A fee of 1s. is asked for admission.

The abbey, founded 1131 by Walter Espec, was the first Cistercian monastery in Yorkshire. It was one of the larger abbeys, the church measuring 343 feet in length. It is curiously situated, running almost north and south, instead of in the customary east and west direction. Nothing remains of the nave. The surviving choir and transepts, though roofless, are in good preservation. They are Norman and Early English, the Early English work still retaining much of its sculptured work, apparently as fresh as when originally cut.

The narrow Rye vale in which the ruins are situated is finely seen from the grassy terrace cut along the hillside about 1758, by Mr. Duncombe, the ancestor of Lord Feversham, of the neighbouring Duncombe Park. The classic "temples" placed here in the eighteenth century taste are odd contrasts with the lovely Gothic ruins below.

	Gradient 1 in 8.		Steep rise.
33¾	Fork of roads, keep right.	11½	Keep right at fork of roads.

Miles from Scarborough		Miles from Thirsk	
.	*Stokesley*, 17¾ m.		(Left to Stokesley, seventeen and three-quarters miles.) Long descent to Helmsley.
31¾	Helmsley.	13½	Pop. 1631. In Domesday, "Elmeslac," so-called from its elm-trees. Small town, of exceptional picturesqueness for Yorkshire, in which the small remote country towns are commonly gaunt and hard-featured. In the market-place is an old cross on a platform of steps. Also monument to the second Lord Feversham, 1869. The church has been rebuilt.

Here are the ruins of a Norman castle, whose original unornamental grimness was altered in Early English, Decorated and later periods. It was partly destroyed by gunpowder in 1644. There are also large Elizabethan additions of a domestic character, elaborately decorated with heraldic and other devices.

The charge levied by Lord Feversham for seeing the castle and the grounds of Duncombe Park (Saturdays and Mondays) is 1s.

Hotels: Crown; Black Swan; Royal Oak. Motor repairs: Butler, Market Place.

	New Malton, 15¾ m.		(See pp. 592-594.) Smart descent into Nawton, with similar rise out of it.
29¼	Nawton D	16	This is followed by a steep and awkward descent to Kirkdale (which can be avoided by turning to right at fork one mile from Nawton, by those who do not wish to explore the scenery of Kirkdale).
27½	Kirkdale. Cross the Kirkdale Beck or Hodgebeck.	17¾	The Hodgebeck, or Kirkdale Beck, here crosses the road, issuing from a romantic glen, in which mossy boulders and luxuriant woods shroud limestone caves where lurked strange beasts of the world's youth. The celebrated Kirkdale Cave, discovered 1821, is close by the lonely little church. It was found to

contain the bones of elephants, bears, wolves, hyaenas, hippopotami, rhinoceri, and other animals that are happily not now met along the roads.

The church is a small Early English building largely restored and chancel rebuilt, 1880. Its prime interest is in the Saxon sundial, date about 1060, built over the south door. The inscription is translated thus: "Orm, the son of Gamal, bought the minster of St. Gregory, when it was all broken and fallen, and caused it to be made new from the ground, for Christ's sake and St. Gregory, in the days of King Edward, and in the days of Earl Tosti, and Hawarth wrought me and Brand the priest."

Miles from Scarborough		Miles from Thirsk	
26	Kirby Moorside.	19¼	Small town of a decayed character. Its chief interest lies in the sudden end of George Villiers, Duke of Buckingham, 1687, who finished his vicious career in the house that stands next the "King's Head" inn. Pope, satirising him, and drawing a moral picture, declared he actually died in an inn in the most squalid circumstances, but later inquirers deny this :—

"*In the worst inn's worst room, with mat half hung,*
The floors of plaster and the walls of dung,
On once a flock bed, but repaired with straw,
With tape-tied curtains, never meant to draw,
The George and Garter dangling from that bed
Where tawdry yellow strove with dirty red,
Great Villiers lies—alas! how changed from him,
That life of pleasure and that soul of whim," etc.

			Keeping to right at the end of the town, and then to left, Keldholme is reached along a winding road.
25	Keldholme.	20¼	
	Cross the		Road descends and crosses the stream called the Dove, and then rises, bearing right.
	Dove		
	Bear right.		

Miles from Scarborough		Miles from Thirsk	
24¾	Fork of roads, keep left. *New Malton*, 11¼ m. ☞	20½	Keep left at fork of roads. (Right to New Malton, eleven and a quarter miles, see p. 586.)
	Cross the Catter Beck. Cross the Seven.		
21¾	Sinnington.	23½	Charmingly picturesque old village. The church has some Norman details. Here is a maypole on the village green.
	Fork of roads, keep left.		Keep left at end of village (right to railway station), and
	Fork of roads, keep left.		again to left at next fork, at beginning of a sharp rise.
	Gradient 1 in 8. Wrelton Cliff.		
	D Keep right.		Steep descent of abrupt hill known as Wrelton Cliff. Keep right into Wrelton.
20¾	Wrelton.	24½	
19¾	Aislaby.	25½	
19¼	Middleton.	26	Fine Norman church.
18¾	KELD HEAD.	26½	
	Cross the Pickering Beck. LEVEL CROSSING.		

Miles from Scarborough		Miles from Thirsk
18	Pickering.	27¼

Pop. 3674. Interesting old town, standing in the pleasant Vale of Pickering. The ruins of a Norman castle are situated on a hill overlooking the town on the north. In this fortress the deposed sovereign, Richard II., was imprisoned before his removal to Pontefract, there to meet a mysterious death. The castle was ruined in the troubles of the seventeenth century, but some picturesque fragments of considerable importance remain, notably the so-called Mill Tower, Rosamund's Tower, and the Devil's Tower.

The church, chiefly Norman and Transitional Norman, with Decorated chancel and clerestory, and spire of same period, is a cruciform building of exceptional interest by reason of the extensive series of fifteenth century wall-paintings decorating the clerestory walls. These were discovered in the course of modern restorations, and display the Martyrdom of St. Edmund and scenes in Scripture history, including an odd representation of Herod's Feast, in which the decapitation of St. John Baptist is shown, together with Salome posturing as a contortionist or tumbler, a weird figure which interestingly compares with one on the same subject at Chalfont St. Giles, Buckinghamshire.

Monuments include cross-legged effigy of a knight of the Bruce family, thirteenth century; and altar tomb, with alabaster effigies of knight and lady of Rockliffe family, late fourteenth century. They both wear the mystic collar of SS., the Lancastrian badge, whose meaning has been the subject of much dispute among antiquaries. The SS. links have been variously held to mean "Soverayne," "Souvenez de moi," or "Sanctissimus," "Seneschallus," etc.

New Malton, 8¼ m. 🚂
Whitby, 🚂 20½ m.

(See pp. 617-619.)

Leaving Pickering from Market Place, up Burgate, and then left into Eastgate, road goes quite level for two miles, finally with steep rise and fall to Thornton-le-Dale.

Cross the

Thornton Beck

Miles from Scarborough		Miles from Thirsk	
15½	Thornton-le-Dale.	29¾	Pleasant village, with an old cross at the cross-roads, a church perched above the road, and old almshouses and a grammar school, founded 1657 by Elizabeth, Viscountess Lumley. There is an ancient almsbox in the church, and an effigy in a recess in north side of chancel.
14¼	Wilton.	31	
	D		Road descends steeply into Allerston, rising in like manner
13¼	Allerston.	32	out of it.
	D		
			Road descends past Ebberston church, which stands in the park, on left, and then rises and falls through the village, followed by another couple of rises and falls to Snainton.
12	Ebberston.	33¼	
10	Snainton.	35¼	
			Sharp drop into Brompton.
8	Brompton.	37¼	In the church William Wordsworth was married to Mary Hutchinson, 1802. The village, embowered amid trees, is very charming.
			Steep rise out of Brompton.
			Steep descent into Wykeham.
7	Wykeham.	38¼	Church rebuilt; the ancient tower does duty as a lych-gate.
	Hutton Buscel.		

Miles from Scarborough		Miles from Thirsk	
	Cross the Derwent.		
5	East Ayton. Keep straight on.	40¼	Keep straight on at East Ayton, avoiding right and left forks to Filey and to Hackness.
	Forge Valley.		Forge Valley is a delightful tree-shaded vale, a favourite walk from Scarborough.
	D *Gradients* 1 in 8.		Long steep rises and descents.
¾	Falsgrave.	44½	
	SCARBOROUGH.	45¼	Pop. 38,165. Scarborough is without doubt the queen of Yorkshire seaside-places. It is at one and the same time a fashionable resort, a popular holiday-place, and a commercial seaport. It is also a place of a remarkable and spacious picturesqueness, with a castle and church of a high antiquity. Its name derives from the great and steep cliffs or "scars" of the Castle Hill, which rise above the Old Town to a height of about 300 feet. "Scar" is a well-known Yorkshire term for "cliff".

The history of Scarborough begins in the murderous forays of the Northmen, who landed repeatedly in the bay, and slew and pillaged at will. To afford protection against any recurrence of these piratical descents the original Norman castle was built by William le Gros, Earl of Albemarle, 1136. The existing keep, however, was built rather later, *c.* 1154. It saw service in 1312, when Gaveston, the favourite of Edward II., was besieged here, and was starved into surrender by the Barons; and on other occasions figured in the warlike way. But it is to be remarked that, except by stratagem or when the garrison was at last reduced by starvation, Scarborough Castle has never been taken, so well and truly wrought those military architects who designed it as a bulwark against all foes. The last and greatest incidents in the warlike history of the castle were the long sieges of 1645 and 1648, which lasted respectively five and a half and four and a half months, when, supplies having become exhausted, the Royalist garrison surrendered,

with all the honours of war. In the long-continued artillery duels between besiegers and besieged, which were the chief features of these leaguers, the fine old Transitional Norman, Early English, and Decorated church of St. Mary, which stands beneath the castle, was almost battered to pieces, and abundantly shows to this day the traces of the havoc then wrought. The choir was laid in ruins, and the central tower afterwards fell, destroying the north transept. The upper stage of this tower was rebuilt, 1659.

The fame of Scarborough's mineral waters is long-established. It was, indeed, so early as 1620 that they were discovered, but they were not taken by invalids, or imaginary invalids, until about 1698. They are very mild saline and chalybeate springs, and although the famous establishment called "the Spa" originated with them, they are no longer taken to any considerable degree, and the exclusive buildings of "the Spa" are nowadays a *congeries* of promenades, restaurants, concert-halls, art-galleries, and the like, which are entered only by payment, thus keeping this portion of Scarborough free from contact with the vulgar herd, who enjoy themselves after their boisterous sort on the sands.

The sands of Scarborough, which follow the circuit of the beautiful south bay, and are repeated north of the castle, are a very great asset of the town. There was formerly no ready way round from the south sands and past the harbour, under the castle rock, to the north sands, but a Marine Drive has now been constructed, bringing them into touch. There are numerous quaint corners in the Old Town, while between the Spa and the railway station stretches a beautifully wooded ravine laid out as a park.

Hotels: Pavilion, garage; Grand, garage. Prince of Wales, Crown. Motor repairs: G. W. Moore, Ltd., Cambridge Street; Walker & Hutton; Castlehouse Bros., Ltd., Victoria Road.

Route 172. KIRBY MOORSIDE TO NEW MALTON

Miles from New Malton		Miles from Kirby Moorside	
13	KIRBY MOORSIDE. *Yorkshire.* Fork of roads, keep left.		Leaving the town past the "White Horse" inn, turn right to railway station, and then left. At fork of roads keep left, road winding through Keldholme, and

Miles from New Malton		Miles from Kirby Moorside	
12	Keldholme.	1	rising and descending to river Dove.
	Cross the Dove.		
	Bear right.		Bear right, road rising, and then at fork in a quarter mile keep right. (Left to Pickering, six and a half miles, see pp. 611-613.)
11½	Fork of roads, keep right. *Pickering*, 6½ m. LEVEL CROSSING.	1½	
9¼	Marton.	3¾	
8	Normanby. Cross the Seven.	5	
5¾	Great Barugh. Fork of roads, keep right. Cross the Rye. LEVEL CROSSING.	7¼	Steep ascent. At fork of roads on top, keep right.
2¾	Amotherby.	10¼	
	NEW MALTON.	13	(Described, p. 586.)

ROUTE 173. NEW MALTON TO WHITBY

[*Rough, lonely route; road ill-kept, and in places grass-grown*]

Miles from Whitby		Miles from New Malton	
29	NEW MALTON.		Leaving the town by Yorkergate, proceed straight ahead up

Miles from Whitby		Miles from New Malton	
	Yorkshire.		Old Maltongate, thence descending through Old Malton.
27¾	Old Malton.	1¼	
25¼	Howe Bridge. Cross the Rye.	3¾	
22	Level Crossing.	7	
21	Level Crossing.	8	
20½	Pickering.	8½	(Described, p. 613.)
	Helmsley, 13¾ m. *Scarborough*, 18 m.		(See pp. 610-615.) Leaving Pickering, proceed from Market Place up Burgate, then
18½	Bear left.	10½	turn right, ascending easily along Whitby Lane. Bear left, and in two miles bear again left. Very fine views to left, down along the Levisham Beck.
	Bear left.		
	Lockton, ¼ m.		
18¼	Bear left D *Gradients* 1 in 7.	10¾	Bearing once again left, road descends and rises steeply; and again descends steeply, to Saltersgate Inn, a lonely hostelry whose trade has declined wofully since the coaches ceased running. Surface now deteriorates. Road, continually rising for two miles, then descends and crosses the Eller Beck.
12½	Saltersgate Inn	16½	
10	Ellerbeck Bridge. Cross the Eller Beck.	19	

Miles from Whitby		Miles from New Malton	
	Fork of roads, keep right,		Keep to right at fork, on rising from the Eller Beck to the lofty Goathland Moor.
8½	Brockabeck Bridge. Cross the Brocka Beck.	20½	The rise from Brockabeck Bridge brings us to the loneliest and loftiest point of these wild and solitary moors, 930 feet.
5¼	Blue Bank. D *Gradient* 1 in 7.	23¾	Long, rough, dangerous descent, through Sleights, to railway station, in the valley of the Esk.
4¾	Sleights. D *Gradient* 1 in 7.	24¼	
4¼	Level Crossing. Fork of roads, keep right.	24¾	Keep right at fork of roads. Then bear left, road rising into Ruswarp.
2	Ruswarp.	27	
1¼	Fork of roads, keep right.	27¾	Keep right at fork of roads, road descending.
	WHITBY.	29	Pop. 11,748. Whitby, situated in the deep ravine formed by the Esk, where it flows out towards the sea, is a highly picturesque fisher-town and seaside resort. It appeals rather to the lover of the romantic than to the merely fashionable frequenter of the typical seaside resort; for there is that combined grandeur, unconventionality and quaintness about Whitby which cannot wholly, or even largely, be obliterated by modern expansion; and such sands as it possesses are away out at West Cliff, which is an extension of Whitby, geographically distinct from the old town. Whitby can never decline to the position of the typical parasite seaside

holiday-place which slumbers dismally at the end of the summer, and only wakes up for a six-weeks' season. It has its own old-established fisher and maritime business, which goes on all round the calendar.

Towering high above the town are the heights of the great East Cliff, on which stand, exposed to every wind that blows, the great weather-worn ruins of the historic Abbey, founded A.D. 656 by the Lady Hilda, a Saxon princess, who was not only the foundress, but the first Abbess as well. It is not, of course, that original building whose roofless walls and eyeless windows we see up there, on that windy height, but the church which replaced it in the thirteenth century, in the Early English style.

The parish church of Whitby, which neighbours the ruins, is filled with an extraordinary series of "churchwarden" galleries, high, box-like pews, and similar excrescences. It is reached by what is locally known as "Jacob's Ladder," a flight of 199 steps.

A tall cross, erected 1898, to the memory of Caedmon, the inspired Saxon herdsman who wrote a metrical paraphrase of the Scriptures, and died A.D. 680, is prominent in the churchyard. It is inscribed, "To the glory of God, in memory of Caedmon, the father of English song. Fell asleep hard by, 680."

Captain Cook, the famous circumnavigator of the world, was apprenticed to an uncongenial trade at Whitby, and ran away to sea. The house, dated 1688 over the door, is still shown. The Whitby jet-trade, known even so far back as the days of the ancient Britons, is still carried on, The jet is dug from the neighbouring chalk cliffs, and cut into ornaments.

Hotels: Metropole, West Cliff; Royal, West Cliff. Motor repairs: Briggs, St. Anne's Street (garage); Walker's, West Cliff (garage).

Route 174. THIRSK TO SALTBURN

Miles from Saltburn		Miles from Thirsk	
35	THIRSK. *Yorkshire.*		Thirsk to "Tontine" inn, as pp. 626-627.)
23	"Tontine" inn. Fork of roads, keep right. *Stockton-on-Tees,* 12 m.	12	Keep right at fork of roads at "Tontine" inn. (Left to Stockton-on-Tees, twelve miles, see pp. 627-628.)

Miles from Saltburn		Miles from Thirsk	
22	Ingleby Cross.	13	The Cleveland district is entered at this point.
20	Swainby.	15	On the right opens out the valley of Scugdale, hemmed in with weirdly-shaped hills. The church of Swainby is modern.
	Cross the Potto Beck.		Crossing the Potto Beck keep left at fork of roads.
	Fork of roads, keep left. *Whorlton.* ☞		The gatehouse is the only remaining portion of Whorlton Castle. It is a work of the fourteenth century. The church has been in ruins since 1875, but the chancel is used as a mortuary chapel. In it is a fine Decorated tomb, with crocketed canopy and a hollow oaken recumbent effigy, cross-legged.
17¼	*Carlton-in-Cleveland.* ☞	17¾	
14½	Stokesley.	20½	Small, old-fashioned town, built surrounding a large green. The church was partly rebuilt in the eighteenth century.
	Stockton-on-Tees, 9¾ m. *Middlesbrough,* 10 m.		Keep to right on leaving the town, over the bridge crossing the river Leven ; then to the right.
11½	Great Ayton. Cross the Leven.	23½	Considerable village, continued for over half a mile along the road. The village green is a pretty feature, and so also is the bridge across the river Leven, a small stream particularly lacking in water in the summer. The great hill of Roseberry Topping is conspicuous from this point of view. It is about two miles distant, and

Miles from Saltburn		Miles from Thirsk	
			continues to bulk largely on the way to Newton; but, owing to subsidences, and possibly to mining, this hill is rapidly losing its unique and characteristic shape. A new church was built about 1880, and the old building was then converted into a mortuary chapel. In the churchyard is the tombstone of Grace Cook, died 1765, mother of the famous circumnavigator, Captain Cook, who was born at Marton, five miles distant. Several other memorials of the family will be noticed.
	Fork of roads, keep left.		Keep left at fork of roads on Ayton Green.
			Road rises and falls easily to Newton.
10	Newton.	25	
			Roseberry Topping, whose somewhat sugarloaf shape is so conspicuous on the right, and over much of the Cleveland district, rises to a height of 1057 feet. Behind it are the wild inhospitable moorlands of Cleveland.
8¼	Pinchinthorpe Railway Station.	26¾	
			Steepish descent to Chapel Beck Bridge, where keep right at fork of roads.
7	Chapel Beck Bridge. Fork of roads, keep right.	28	
6	Guisborough.	29	Quaint old townlet (with some ugly modern cottages built for the iron-miners), under the hills of Cleveland. In the market-place is the old cross, its original head replaced by a sundial and ball. The parish church, like most of those in the Cleveland district, was partly rebuilt in the eighteenth century. Here are remains of a great monument of the Bruce family, removed from Guisborough Priory, whose ruins, though scanty, consisting only of the great arch-

way of the windows at the east end, are remarkably imposing. The work is of the Decorated period. This monastery was an Augustinian house, founded by Robert de Bruce, 1119-1124. The remains, standing in the grounds of Guisborough Hall, are approached by an ancient gatehouse.

Miles from Saltburn		Miles from Thirsk	
	Whitby, 21 m. ☞		
	Fork of roads, keep right.		(See p. 624.)
	Redcar, ☜ 7 m.		Leaving Guisborough, go straight on from the market-place, past the church, along Redcar Road, then sharp to right, and at fork of roads at the cemetery keep straight on, road rising. Road then goes in a number of descents to a fork, where turn left (right to Skelton, one and a half miles). Then follows a narrow bridge across the Skelton Beck.
	Fork of roads, keep left.		
	Skelton, 1½ m ☞		
	Cross the		
	Skelton Beck.		
			Long rise to gates of Upleatham Park. The church showing prominently amid the red roofs of a village away to the right is that of Skelton, an iron-mining village. It was built 1785. Skelton Castle is a mansion built about 1795.
3	Upleatham.	32	Upleatham church, standing beside the road, is one of the many so-called "smallest churches in England". It is not really a complete building, being but a fragment of a Norman church, with a tower whose origin is recorded on its face, in the inscription, "William Crow, Chvrchwarden, Bvlded Stepel, 1664". It is now used only as a mortuary chapel.

Miles from Saltburn		Miles from Thirsk	
			Steep descent. Keep right at fork at foot.
1¾	Fork of roads. keep right.	33¼	
			Gradual decline to Saltburn.
	SALTBURN.	35	Charming little modern seaside resort, situated on the cliffs, where the Skelton Beck falls into the sea. The mouth of the beck and the glen through which it runs have been tastefully laid out in gardens. The sands are excellent.

Route 175. GUISBOROUGH TO REDCAR

Miles from Redcar		Miles from Guisborough	
7	GUIS-BOROUGH. *Yorkshire.*		Proceeding from Guisborough, go straight on from the market-place, and past the church along the Redcar road, and then sharp to left at fork of roads at the cemetery, descending a dangerous hill. At foot, road turns sharply right and rises steeply.
	D *Gradient* 1 in 10		
5¾	Tockets Bridge. *Cross a*	1¼	
	stream. Turn sharp right.		
			Steep descent in one mile to Dunsdale Bridge.
	Dunsdale Bridge. Cross the		
	Skelton Beck.		

Miles from Redcar		Miles from Guisborough	
	UP †		Steepish rise to Dunsdale.
4½	Dunsdale.	2½	
	DOWN D		Long steep descent to Yearby.
	Gradient 1 in 9.		
3	Yearby.	4	
	DOWN		
	Turn left.		Turn left past Kirkleatham,
	Turn right,		and then right.
2½	Kirkleatham.	4½	This is a very pretty and interesting place. The church was rebuilt, 1763, in a style which purports to be classic. Brasses: Robert Coulthirst, merchant tailor, 1631; Dorothy Turner, a child, 1628; John Turner, Sergeant-at-Law, 1688; Sir William Turner, 1692. The hospital or almshouse for men, women and children, founded by Sir William Turner, woollen draper and Lord Mayor of London, 1676, is a stately neo-classic building, forming three sides of a quadrangle and separated from the road by iron railings. It is reminiscent in its style of Emmanuel College, Cambridge. The chapel contains a fine stained-glass window representing the Adoration of the Magi, with the figure of John Turner, sergeant-at-law, in his scarlet robes, and that of Sir William Turner in the robes of a Lord Mayor of London. Turner was a remarkable man, who carried on the old London merchants' tradition of lending money to kings and getting very little of it back. Possibly he extracted the more from other, and less distinguished, creditors. Of the £40,000 he advanced to Charles II., he was repaid only £1000.

The hospital has also a museum, containing among other curiosities a portion of a tree trunk with an old inscription cut by a loving couple who, it is to be hoped, loved better than they spelt :—

> "*This Tre Lovng Time Witnes Beare*
> *Of Toww Lovrs That Did Walk Here.*"

1	Coatham.	6	
	Turn right.		Turn right at level crossing.
	REDCAR.	7	Popular seaside resort for the people of Darlington, Stockton, and Middlesbrough. The sands

Miles from Redcar	Miles from Guisborough	
		are the great attraction. They have a continuous stretch of ten miles.

Route 176. THIRSK TO STOCKTON-ON-TEES

Miles from Stockton-on-Tees		Miles from Thirsk	
24	THIRSK. *Yorkshire.*		
22¾	South Kilvington.	1¼	
20¼	*Knayton.* ☞	3¾	
19¾	Fork of roads, keep right. *Borrowby,* ☜ ¼ m.	4¼	Keep right at fork of roads. (Left to Borrowby, one-quarter mile.)
17¾	Leake.	6¼	Leake church and the hall (now a farmhouse) stand lonely to right of the road. The church, Early English and Decorated, is interesting, and has some good, though rude, bench-ends. The solitary condition of Leake Church and Hall is due to the plague which in the seventeenth century decimated the village. The surviving population moved away to Borrowby.
15¼	Jeator House inn. Cross the Cod Beck.	8¾	
13½	Clack Lane Ends. *Osmotherley,* 1 m. ☞	10½	Osmotherley is a considerable village, lying beneath the Hambleton Hills. In midst of it is the cross, beside which stands an ancient stone table.
12½	*Mount Grace Priory.* ☞	11½	The picturesque ruins of the Carthusian Priory of Mount Grace, one of the nine "Charterhouse" monasteries founded in England, are beautifully situated beneath the hillside oak woods of Ingleby Arncliffe, and amid fine elm, oak,

Miles from Stockton-on-Tees		Miles from Thirsk	
			and ash-trees. The establishment arose in 1396, from the religious impulse of the Duke of Surrey, who was executed four years later. The ruins are late Decorated and Perpendicular, and consist of a small transeptal church, whose chancel has been almost wholly demolished, and the wreck of two large courts; together with the gatehouse, converted into a residence in 1654. A small Lady Chapel is situated on the hilltop.
12	Tontine inn. Fork of roads, keep left. *Guisborough*, 17 m. ☞	12	Keep left at fork of roads. (Right to Guisborough, seventeen miles, see pp. 620-622.)
7¾	Crathorne.	16¼	The church, partly rebuilt 1888, retains its Decorated nave. The lintel of the south doorway is formed from an early Saxon hog-backed tombstone. Monumental effigy of William de Crathorne, slain at battle of Neville's Cross, 1346.
6	Kirk Levington.	18	The church was partly rebuilt 1882, but retains a Norman chancel-arch and south doorway, together with an Early English chancel. Numerous fragments of Saxon carved work were found at the rebuilding. Here are also many old incised tomb-slabs.
5½	Cross-roads. *Middlesbrough*, 9¼ m. ☞ *Redcar* 16 m. ☞ *Saltburn*, 19 m. ☞ *Richmond*, 20 m.	18½	
4	Yarm.	20	Yarm is a curious old town,

Miles from Stockton-on-Tees		Miles from Thirsk	
			built on a flat tongue of land almost entirely surrounded by the winding Tees. The streets are cobble-stoned and somewhat grass-grown, and the houses are quaint old red-brick buildings. Yarm is peculiarly subject to floods. In 1882 the water rose four feet in the market-place. The church was rebuilt 1730. The bridge crossing the river Tees dates from *c.* 1400, but has been widened and much altered.
	Cross the Tees. *Enter Durham.* *Darlington*, 9¾ m.		(See p. 632.)
			Steep winding rise to Egglescliffe.
3	Egglescliffe.	21	*I.e.*, "church-cliff," generally, however, written, in error, "Eaglescliffe". The church has an ancient effigy of a knight in chain-mail in the porch.
	STOCKTON-ON-TEES.	24	Pop. 52,158. The old port of Stockton owes its modern development entirely to the opening of the Stockton and Darlington Railway. It is now a busy manufacturing town, interested in a great variety of industries, including iron-making, ship-building, engineering, and the making of glass-bottles. It is not, however, an attractive place, even though it possesses in its High Street a thoroughfare supposed to be the widest in England. Hotels: Royal; Queen's; County. Motor repairs: Linton, Yarm Lane; McAdams, Yarm Lane, garage; Maule, Skinner Street, garage.

ROUTE 176A. THIRSK TO MIDDLESBROUGH

[*This is the best route to Middlesbrough from the south and west, avoiding the tram-lines that infest other approaches*]

Miles from Middlesbrough		Miles from Thirsk	
28	THIRSK. *Yorkshire.*		Thirsk to cross-roads beyond Kirk Levington, as Route 176.
9½	Cross-roads. Turn right. *Stockton-on-Tees,* 5½ m. straight on.	18½	
	Cross the Leven.		Steep descent to river Leven, and still steeper, but short, ascent from it. Road twists freely. Rather dangerous.
8	High Leven.	20	
6½	Fork of roads. (New Inn.) Keep left.	21½	Keep to left at fork of roads.
6	Fork of roads, keep right. *Stockton-on-Tees,* 3½ m.	22	Keep to right at fork of roads.
4	Acklam Corner. Turn left. *Redcar,* 11 m. straight on.	24	
3	West Acklam.	25	
2¾	Fork of roads, keep straight on. *Stockton-on-Tees,* 2¾ m.	25¼	
	MIDDLESBROUGH.	28	Pop. 104,787. The rapid rise of Middlesbrough from almost nothing has very few parallels in

England. In 1801 the situation covered by this great and still growing town was practically a solitude, for the population was only 25. In 1811 it had increased to 35; in 1821 to 40; in 1831 to 154; and by 1841 it had become a small town of 5463 inhabitants. Since then its growth has been very rapid. The motto beneath the town arms is *Erimus: i.e.* "We shall be". With its present population of over 100,000, Middlesbrough might well consider the alteration of this to *Sumus: i.e.* "We are". The prime cause of this development was the enterprise of the Pease family, the well-known members of the Society of Friends, or "Quakers," who had originated the Stockton and Darlington railway. They and their associates, having purchased 500 acres of what was then regarded as waste and undesirable land beside the Tees for the sum of twenty shillings an acre, at that time considered to be a very bad bargain, proceeded to extend the Stockton and Darlington line and to build coal-wharves beside the Tees, whence they exported coal. When the first flush of prosperity in this business wore off, in the competition of rival ports, the pioneers of Middlesbrough turned their attention to the iron-making industry. This was not at first a highly successful enterprise, owing to the iron-ore having to be brought from a considerable distance. But when, by a singular good fortune, iron-stone was discovered in the neighbouring hills, in close conjunction with coal, Middlesbrough expanded amazingly, and the great iron and steel-making firm of Bolckow, Vaughan, & Co., came into existence, together with others. The latest addition to the town's enterprises is the great "Transporter Bridge" across the river Tees to the docks at Port Clarence. It was opened October 17, 1911.

Middlesbrough now includes great docks, shipyards, chemical works, brickfields and numerous other industrial enterprises which bring great prosperity to the town and neighbourhood, but render the entire district a very good one for the tourist in search of natural beauties to avoid.

Hotels: Grand; Corporation; Empire. Motor repairs: Burr, 56 Corporation Road (garage); Waddington & Hall, Greta Street (garage).

Route 176B. MIDDLESBROUGH TO REDCAR

Miles from Redcar		Miles from Middlesbrough	
	MIDDLESBROUGH. Toll Bar		Follow tram-lines eastward along Corporation Road to terminus. Then straight on past toll bar and
$10\frac{3}{4}$			

Miles from Redcar		Miles from Middlesbrough	
10	LEVEL CROSSING.	¾	level crossing to Ormesby Lane End: there turn to left and proceed as in route 179.
7¾	Ormesby Lane End. *Stockton-on-Tees*, 5¾ m. 🚂 *Redcar*, 🚌 7¾ m.	3	

ROUTE 177. CROFT TO MIDDLETON-ONE-ROW

Miles from Middleton-One-Row		Miles from Croft	
5½	CROFT. *Durham.*		Keep to right from Croft Bridge, road rising past railway station.
4¼	Hurworth.	1¼	
3¼	Neasham.	2¼	
	Fork of roads, keep left.		Keep to left at fork of roads at end of village. (Right to Low Dinsdale, one and a half miles.)
	Low Dinsdale, 1½ m. 🚂		Here is "Dinsdale Spa," a spring discovered in 1789, during coal-boring operations. It is of strong sulphuric qualities. The Bath House dates from 1797. The scenery along the river Tees is extremely beautiful.
			Road narrows and rises steeply on leaving Neasham, and then winds and descends.
¾	Dinsdale Railway Station.	4¾	
	Cross-roads, turn right. *Sadberge*, 🚌 2¼ m.		Turn right at cross-roads, road descending easily to Middleton-One-Row.
	MIDDLETON-ONE-ROW.	5½	Village beautifully situated on a lofty site overlooking the river Tees. It is in some repute with users of the mineral springs of Dinsdale.

Route 178. DARLINGTON TO YARM

Miles from Yarm		Miles from Darlington	
9¾	DARLINGTON. *Durham.* (*Market Place.*) Cross the		Crossing river Skerne, and passing St. John's church, keep left at fork of roads.
	Skerne. Fork of roads, keep left.		
7	"Wheatsheaf" inn.	2¾	
			Road steeply descends and then rises.
6	Fighting Cocks. Cross-roads, turn right.	3¾	Turn right at cross-roads.
5½	Killinghall. Fork of roads, keep left. *Dinsdale Railway Station.*	4¼	Keep left at fork of roads. (Right to Dinsdale railway station and Middleton-One-Row.)
5	Fork of roads, keep left.	4¾	Keep left at fork of roads.
4½	Oak Tree.	5¼	
3¾	Low Goosepool.	6	
1¾	Urlay Nook. Cross-roads. Turn right.	8	Turn right at cross-roads.
	Level Crossing.		
			Smart descent into Yarm.
	YARM. (*Town Hall.*)	9¾	(Described, pp. 627-628.)

Route 179. STOCKTON-ON-TEES TO REDCAR

Miles from Redcar		Miles from Stockton-on-Tees	
13½	STOCKTON-ON-TEES.		Follow the tram-lines across the Tees and through Thornaby.

Miles from Redcar		Miles from Stockton-on-Tees	
	Durham. (*Market Place.*) Cross the Tees. *Enter Yorkshire.*		
13	Thornaby.	½	
12½	Fork of roads. ("Harewood Arms.") *Middlesbrough,* 2½ m.	1	To the fork of roads, at the Harewood Arms (left-hand road to Middlesbrough, tram-lines all the way), and keep to the right.
11	*Middlesbrough,* 2 m.	2½	
10	Acklam Corner.	3½	Turn left, then straight on.
	Stokesley, 5½ m.	3¾	High road from Stockton to Stokesley.
8½	Marton Lane End. Cross-roads. *Middlesbrough.* 2¾ m. *Stokesley,* 5½ m. *Guisborough,* 7 m.	5	Here you cross the road from Middlesbrough to Stokesley and Guisborough.
8	Ormesby Station.	5½	
7¾	Ormesby Lane End. *Middlesbrough,* 3 m.	5¾	
7¼	Ormesby. *Guisborough,* 5½ m.	6¼	Long steep hill on road to Guisborough.
6	Normanby. *South Bank.*	7½	[Has no church.]
5½	Eston. *Grange-town.*	8	
4	Lazenby.	9½	
2½	Kirkleatham.	11	(Described, p. 625.) Turn to the left.

Miles from Redcar		Miles from Stockton-on-Tees	
	Guisborough, 4½ m. ☞ *Saltburn*, 5¼ m. ☞		For Guisborough straight on and then to the right: for Saltburn straight on.
½	Coatham.	13	Turn to right after railway bridge.
	REDCAR.	13½	(Described, p. 625.)

Route 180. STOCKTON-ON-TEES TO DURHAM

Miles from Durham		Miles from Stockton-on-Tees	
19	STOCKTON-ON-TEES. *Durham.* Cross the Billingham Beck.		Leaving Stockton in a northerly direction, along High Street, turn to left into Station Road, and then straight ahead under railway viaduct. Then bearing successively right and left, road rises and descends, and then rises again into Thorpe Thewles.
15	Thorpe Thewles.	4	The "Vane Arms" inn, a picturesque old hostelry, was originally a mansion of the Kendall family.
	Wynyard Park, 1¾ m. ☞		Seat of the Marquis of Londonderry. The Park extends to 2500 acres. The great mansion, looking upon a lake, is an adaptation of the Corinthian style, and was begun 1822, but was completely destroyed when almost ready for occupation, together with all its valuable contents. Rebuilt in exactly the same style, it is a stately residence of the museum or public institution kind, rather than a home. The "Memorial Room," adjacent, is an odd freak, in which the old clothes of the late marquis are displayed in glass cases.

Miles from Durham		Miles from Stockton-on-Tees	
	UP†		Long trying rise.
12¼	Layton.	6¾	
10½	Sedgefield.	8½	Church is a remarkably fine transeptal building of various dates. The nave, the earliest portion, is Early English, with very light and graceful clustered and banded columns, and is thought to have been designed by Nicholas de Farnham, architect of the famous Chapel of the Nine Altars at Durham Cathedral. Transepts and chancel are also Early English of later development, 1290; tower built by Robert Rhodes, merchant, of Newcastle, 1480. The finely carved Elizabethan woodwork of the chancel-screen and the elaborate seats and panelling of the same period are worth detailed inspection. Hardwicke Hall, in the park on left of road leaving Sedgefield, is the seat of Lord Boyne.
	Rushyford Bridge, 4½ m.		
10	Fork of roads, keep left.	9	Keep left at fork of roads in one-half mile.
	DOWN		Sharp descent to river Skerne, with following steep rise, continued with intermediate undulations for two and a half miles. Then a long descent to Coxhoe Bridge railway station amid busy colliery scenes. Dangerous bends approaching railway bridge.
	Cross the		
	Skerne.		
	UP†		
	DOWN		On right is Coxhoe Hall, three-quarters mile, where Elizabeth Barrett Browning, wife of Robert Browning, was born, 1806.
	D		
6	Coxhoe Bridge Railway Station.	13	
	UP†		

Miles from Durham		Miles from Stockton-on-Tees	
5	Coxhoe. LEVEL CROSSING. *Gradients* 1 in 10.	14	Long rise, with undulating interval, followed by a winding, dangerous fall to Shincliffe.
2	Shincliffe. Fork of roads, keep right. Cross the Wear. Keep right. Cross the Wear. 	17	Colliery village. Keeping right at fork, and under railway viaduct, cross river Wear, road then rising. Keeping to right at hilltop, descend Hollgarth Street into the New Elvet approach to Durham, and again crossing the Wear, rise steeply into the market-place.
	DURHAM. (*Market Place.*)	19	(Described, pp. 340-344.)

ROUTE 181. STOCKTON-ON-TEES TO SUNDERLAND AND SOUTH SHIELDS

Miles from South Shields		Miles from Stockton-on-Tees	
34	STOCKTON-ON-TEES. *Durham.* 		Proceeding northwards, along the High Street (electric tramways), road rises gradually to Norton, which is now a suburb of Stockton, at the end of the tramway system, but retains its village green.
32¼	Norton.	1¾	The church is an interesting transeptal building with a considerable amount of Saxon masonry in tower and north and south transepts. Nave-arcades are Transitional Norman, chancel

Miles from South Shields		Miles from Stockton-on-Tees	
			Early English. Monumental effigy of a knight, fourteenth century. His shield bears the arms of the Blackistons, who would appear to have perpetrated the almost incredible meanness of appropriating an effigy belonging to some other family, and of expunging the original arms to substitute their own.
	Fork of roads, keep left.		Road rises into Billingham, into which keep left at fork. Church is Saxon and Transitional Norman.
31¼	Billingham.	2¾	
29	Wolviston.	5	Road goes in long incline.
23½	Fork of roads, keep left. *Hartlepool*, 8¼ m. ☞	10½	Keep left at fork of roads at Wolviston. (Right to Hartlepool, eight and a quarter miles.)
23	Sheraton.	11	
	Cross the Hesleden Beck.		Short rises, followed by long declines, to Hesleden Dene, where a little beck is crossed. The dene is thickly grown with the hazels which give it its name.
			Long stiff incline.
20¼	Castle Eden.	13¾	Castle Eden park is on right.
	Cross the Castle Eden Beck.		Smart descent to Castle Eden Dene, a romantic ravine, full of tangled woods, running three miles to the sea.
			Sharp rise from the Dene.
18¾	Shotton.	15¼	Colliery village.
18	*Horden Hall.* ☞	16	Interesting mansion, dating from 1600.

Miles from South Shields		Miles from Stockton-on-Tees	
			Descent followed by steep rise.
16½	Easington.	17½	Large village, built around a green. Church, with low Norman tower, has Transitional Norman nave and chancel. Early seventeenth century carved oak pews and benches. Two thirteenth century effigies, Marmaduke Fitz Galfrid, and wife. The rectory is an ancient house, with some thirteenth century work.
	Fork of roads, keep left.		Crossing Easington Green, keep straight on. At fork of roads in less than quarter of a mile keep left, road descending lengthily into Hawthorn Dene, which is freely overgrown with hawthorns.
	Hawthorn Dene.		
			Long rise.
			Long descent.
13½	Dalton-le-Dale.	20½	Church is Norman and Early English. Altar-tomb, with effigy, of knight of the Bowes family, fifteenth century. Curious sundial on interior north wall of nave, formed by incised Roman lettering.
			Long rise and descent past the grimy scenes of Seaham Colliery,
12¼	Seaham Colliery.	21¾	opened 1846, one of the many coal-pits whence the Marquis of Londonderry draws a great revenue.
			Long rough descent, with sharp rise.
11½	Seaham Lodge.	22½	Seaham Hall, one mile right, is a seat of the Marquis of Londonderry. In its drawing-room Lord Byron, the poet, was married to Miss Milbanke, 2nd January, 1815. The Marchioness of Londonderry (died 1865) personally

Miles from South Shields		Miles from Stockton-on-Tees	
			managed the great coal interests of the family, and took the keenest interest in her work-people. The story is well-known, how on one occasion entertaining the pitmen to dinner, the men were observed to be drinking out of their finger-glasses, whereupon some of the aristocratic guests laughed. That really great lady rebuked them by drinking from her own finger-glass.
	Seaham, 1½ m.		Here is a busy scene of coal-exportation. This is now much more than a harbour, and has developed into a large town, on a site which was a lonely and desolate shore when the Marquis of Londonderry laid the first stone of the harbour pier, 28th November, 1828. Docks, wharves, engineering works, glass-bottle factories, etc., render Seaham a very hive of industry, but do not conduce to improvement of the scenery.
10	Ryhope.	24	The road reaches the sea at Ryehope. Here is another of the numerous denes which form so conspicuous a feature of this district.
7	Sunderland. *Durham*, 12½ m. Cross the Wear Fork of roads, Take centre. *Roker*, 1 m.	27	(Described, p. 642.) (See pp. 641-643.) Crossing the Wear (electric tramways) take centre road at fork of three roads. Roker is a popular seaside resort, with good bathing and picturesque limestone caves. There is a good run round by the

Miles from South Shields		Miles from Stockton-on-Tees	
			coast, through Roker, to South Shields, only one and a half miles longer than by the main road, and passing through Whitburn and Marsden.
			Road rises and descends, and then goes in long incline to Fulwell. Quarries of a peculiar rock-formation known as the
5½	Fulwell Mill. *Fulwell.* ☞	28½	"cannon-ball limestone" are worked at Fulwell.
5¼	Fork of roads, keep right. *Newcastle,* 🚲 10 m.	28¾	Keep right at fork of roads. (Left to Newcastle, ten miles.)
			Road descends sharply.
3¾	Cleadon.	30¼	Passing the village pond, keep right at fork of roads.
	Fork of roads, keep right.		
2	Harton.	32	*I.e.* "Hearte-dune". Stag-hill.
1¼	Westoe. Keep right. Keep left.	32¾	Passing the fountain at end of Westoe, keep right and then left.
			Steep descent to South Shields (electric trams).
	SOUTH SHIELDS.	34	Pop. 108,649. Great modern town and port at the mouth of river Tyne, opposite Tynemouth and North Shields. There was a Roman station here, on what was then an island at the spot called "The Lawe," where traces of the ancient walls, together with numerous relics, have been found. Here was also the ancient chapel of St. Hilda, but the site of this populous and still growing place remained until comparatively recent years just a ragged, almost solitary foreshore, along which were scattered the rude shielings, or huts, of the fisher folk. Along the opposite shore of the estuary, which is here about a quarter of a mile wide, were similar fishermen's dwellings; and from these have derived the names of North and South Shields. A population of 9024 was recorded here in 1831, and the town received its charter of incorporation 1850. The shipping interest is, of course, predominant here, but there are many

other important industries. The coast around "The Lawe" is picturesque, and Shields has considerable claims as a seaside resort, possessing good and extensive sands. Near the pier and adjoining the Marine Parks is the memorial to Wouldhave and Greathead, both claimants to the honour of having invented the lifeboat, and both Shields worthies. Here also is the old "Tyne" lifeboat. William Wouldhave was parish clerk of St. Hilda's. He appears, about 1790, to have first prepared the model of a life-saving boat, which he took to Henry Greathead, a boatbuilder, who, in constructing from the model, introduced the practical improvements suggested by his technical experience. The lifeboat thus built was first used 30th June, 1790. From first to last 1000 lives were saved by its agency. A curious model of it and its crew is seen as part of the decoration of a candelabra in St. Helen's church. The huge "ballast-hills" which have long been a remarkable feature of the surroundings of South Shields are rapidly disappearing before the expansion of the town. They arose from the old necessity of ballasting ships returning without cargoes. Coming back to the Tyne, the sand-ballast they had brought was discharged on land which had to be bought for this peculiar use. The hills thus created were sometimes 300 feet high, and gave great delight to botanists, who often found rare plants growing there, on the sand brought from foreign parts.

Hotels: Golden Lion; Royal. Motor repairs: Rigby, Albion Terrace.

Route 182. DURHAM TO SUNDERLAND

Miles from Sunderland		Miles from Durham	
12½	DURHAM. *Durham.* (*Market Place.*) UP†		Proceeding from Durham Market Place by Gilesgate, road ascends smartly. Horrid surface, chiefly granite setts for a beginning, then better.
10¼	Carrville. Fork of roads, keep left.	2¼	Keep left at fork of roads.
8¼	West Rainton. LEVEL CROSSING.	4¼	
7¾	Middle Rainton.	4¾	
7¼	East Rainton.	5¼	
7	*Seaham Harbour*, 6½ m.	5½	

Miles from Sunderland		Miles from Durham	
			Steep drop.
	LEVEL CROSSING.		
6	Houghton-le-Spring.	6½	Village in midst of the Durham coalfield. The church is a large transeptal building, chiefly Early English, but with Norman door and window in chancel. In south transept is the monument of the Rev. Bernard Gilpin, an elaborately sculptured altar-tomb. Gilpin, who died 1583, was known as the "Apostle of the North". He braved the vengeance of the Roman Catholics during the Marian persecution, and narrowly escaped martyrdom, only escaping through the timeous death of the bigoted Queen. He passed his life in good works and preaching the Gospel at Houghton and in the Border villages, and kept open house at his rectory, always refusing preferment, although he might have been Bishop of Carlisle. The church and rectory are surrounded by fine groups of sycamores.
	Fork of roads, keep right.		Keep right at fork of roads in Houghton at the "White Lion" hotel, road then rising steeply for one-half mile.
			Steepish descent into East Herrington.
3½	East Herrington.	9	
			Long rise, and after level interval, long steep descent of Humbledon Hill.
1¼	HUMBLEDON HILL.	11¼	
	LEVEL CROSSING.		
	Fork of roads, keep right.		Keep right at fork of roads. Electric tramways then commence and lead into Sunderland.
			Keeping along the Borough Road, and crossing railway bridge, turn left into Fawcett Street.
	SUNDERLAND. (*Town Hall.*)	12½	Pop. 151,162. Great commercial port, at mouth of river Wear, chiefly interested in export of coal. The town is composed of Sunderland, Monkwearmouth, and Bishop-

wearmouth, of which Monkwearmouth, on the opposite side of the river Wear, is the most interesting. The great single-arch cast-iron bridge which here spans the river in a giant leap of 236 feet 8 inches was opened 1796, and is a very remarkable work, not only as being the longest span in England, but also from the method of construction, which closely follows that of a stone bridge, the arch being formed of separate blocks of iron, keyed together, and not in the usual manner of metal arches, in ribs. The height above the water in the centre is 100 feet.

Monkwearmouth takes its name from a monastery which arose on the north bank of the Tees long before any other settlement appeared by the river mouth. The Venerable Bede, who narrates the story of the monastery, was in it as a boy. He tells how one Benedict Biscop founded it, A.D. 674. Of this religious house the only remaining traces are portions of the masonry at the west end of the parish church of St. Peter.

Hotels: Grand, Bridge Street; Queen's, Fawcett Street. Motor repairs: Grimshaw & Sons, Union Street.

Route 183. DURHAM TO FINCHALE ABBEY

Miles from Finchale Abbey		Miles from Durham	
4½	DURHAM. *Durham.* (*Market Place.*)		Durham to Framwellgate Moor, as p. 345.
3	Framwellgate Moor. Turn right.	1½	Turn right approaching Framwellgate Moor, leaving the main road and descending past a colliery and its rough level crossing.
2½	Newton Colliery. LEVEL CROSSING Fork of 3 roads. Take road on right.	2	Take right-hand road at fork of three roads.
			Long descent and rise.
1	Fork of roads, keep left	3½	Keep left at fork of roads, road growing narrow and descending steeply to the Priory ruins, situated in a lovely secluded hollow beside the river Wear with woods rising above; a complete and welcome change from the grim colliery scenes close at hand. The
	FINCHALE PRIORY.	4½	

Priory (wrongly styled an Abbey) was founded 1196 by Henry de Pudsey on the site of a church built 1149 by the hermit, St. Godric, who died 1170. The shrine of the hermit saint became a valuable asset of the Priory, which grew greatly enriched by the offerings of pilgrims to it, enabling the monastery and the church to be rebuilt upon a larger scale in the thirteenth century. The church built by St. Godric was demolished in the course of these ambitious works, a grave error of judgment, as became evident when the stream of pilgrims grew less. In the course of the next hundred years it became necessary to reduce the establishment to fit the lessened income, and the aisles of the priory church were pulled down. The domestic buildings appear to have been renewed in the fifteenth century.

Route 184. NORTH SHIELDS TO MORPETH

Miles from Morpeth		Miles from North Shields	
17	NORTH SHIELDS. *Northumberland.* (*Church.*)		Keep straight ahead, past the church, in a northerly direction, through Preston, turning to right when nearly through village; keep
16¼	Preston.	¾	to right at junction of roads, and
15¾	Junction of roads, keep right.	1¼	after bearing left, keep in a few yards to left at fork.
15½	Fork of roads, keep left. *Whitley Bay.* ☞	1½	
			Road rises easily to Earsdon.
13¼	Earsdon.	3¾	Monument in churchyard to 204 miners killed in the Hartley colliery disaster, 16th January, 1862.
	D *Gradient* 1 in 10. Cross Holywell Dene. Turn right.		Holywell Dene is a haunt of the North Shields and Tynemouth trippers.

Miles from Morpeth		Miles from North Shields	
	DOWN		
12	Holywell.	5	Turn right at entrance to Holywell village. Sharp descent. Holywell Dene on right.
	UP†		
	Junction of roads, keep left.		Keep left at junction of roads at hilltop.
	D UP†		Dangerous corner between buildings in one hundred yards from fork.
10¾	Seaton Delaval Avenue.	6¼	On right is the long avenue to Seaton Delaval Hall, seat of the Marquis of Hastings. The Hall, one of the largest and stateliest mansions in the north, was built by Vanbrugh, architect of Blenheim, Castle Howard, and other magnificent residences, for Admiral Delaval, 1707. The fantastic pranks and practical jokes of those mad eighteenth century wags, Sir Francis Delaval and Lord Delaval, enliven the annals of the place. The Hall was twice very seriously injured by fire, in 1752 and 1822. The property eventually came by marriage into the Astley family, Sir Jacob Astley, Bart., being created Baron Hastings, 1841.
9	Seaton Delaval Railway Station.	8	Keep left at fork of roads. (Right to Bedlington, two and a quarter miles.)
7½	Fork of roads, keep left. *Bedlington*, 2¼ m. ☞	9½	
7¼	Shankhouse.	9¾	
	Junction of roads, keep right.		Keep right at junction of roads, and then left at next junction.
	Fork of roads, keep left.		
5¼	Cross-roads, keep right. *Newcastle-on-Tyne*, ☜ 10 m.	11¾	Keep right at cross-roads.
	D DOWN		Two steep descents to Hartford Bridge.

Miles from Morpeth		Miles from North Shields	
	Gradient 1 in 9.		
5	HARTFORD BRIDGE. Cross the Blyth.	12	Picnic resort in Hartford Dene, along the river Blyth.
	Fork of roads, keep left. *Bedlington*, 1½ m. ☞		Steep rise. Keep to left at fork of roads near hilltop.
	D *Gradients* 1 in 9.		Steep descent and rise.
¾	Stobhill.	16¼	*I.e.*, "Gallows Hill," where the ancient lords of Morpeth hanged their prisoners.
			Steep descent past Morpeth railway station. Road from Newcastle (the Great North Road) joins on left.
	Cross the Wansbeck.		Crossing the river Wansbeck into Morpeth, keep to left along Bridge Street and up to the Market Place.
	Keep left.		
	MORPETH.	17	(Described, p. 350.)

ROUTE 185. ALNWICK TO DUNSTANBURGH CASTLE

Miles from Dunstanburgh Castle		Miles from Alnwick	
10	ALNWICK. *Northumberland.* Turn left. Turn left.		Proceeding in a southerly direction, down Bondgate, turn to left, and again left.

Miles from Dunstanburgh Castle		Miles from Alnwick	
8¾	Denwick.	1¼	"Model" village, the product of a former Duke of Northumberland.
	Fork of roads, keep left.		Keep left at fork of roads, and then right.
	Fork of roads, keep right.		
7	Ratsheugh.	3	Ratsheugh Crag is a bold, rugged rock, overlooking the valley of the Aln.
6¾	Long Houghton Railway Station.	3¼	
6	Long Houghton.	4	The massive Norman tower of the church anciently formed a refuge when raiders were out.
	Cross-roads, keep left.		Keep left at cross-roads in Long Houghton.
5¼	Fork of roads, keep right.	4¾	Keep right at fork of roads.
3¾	Howick.	6¼	Here, in its park, is Howick Hall, seat of Earl Grey.
2½	Craster Tower. Keep left.	7½	Keep to left at Craster Tower, a prominent modern residence, incorporating early fifteenth century peel-tower. The Craster family have been seated here since the eleventh century.
2¼	Dunstan.	7¾	At Dunstan the famous Duns Scotus, according to some authorities, was born. Others declare his birthplace to have been Duns, Berwickshire.
	Cross-roads, keep right.		Keep right at Dunstan cross-roads.
1¾	Craster.	8¼	Fishing village, with herring-curing establishment.
	Turn left.		Turning to left at Craster, road proceeds along the seashore to Dunstanburgh Castle, seen straight ahead, rising finely upon its bold basalt headland.

Miles from Dunstanburgh Castle		Miles from Alnwick	
	DUNSTANBURGH CASTLE.	10	The Castle was begun 1316, by Thomas, Earl of Lancaster, that great and powerful noble, uncle of Edward II., who owned five earldoms and vast estates all over England. He was eventually taken in rebellion, at the battle of Boroughbridge, and executed at Pontefract.

The castle occupied a space of ten acres. It has been a ruin for nearly 450 years, and most of it has disappeared in the raging of the waves, or in the more insidious encroachments of farmers, wanting stone for the building of cattle-byres. Yet it is an impressive range of ragged walls and towers that still confronts the furious North Sea. Its most glorious time was the seventeen-days' siege of 1461, when a Yorkist army of 10,000 men besieged and took it; and the three days' siege of two years later, after the battle of Hexham, when the Yorkists again captured it from Queen Margaret's adherents. Since then it has gradually fallen into decay. Thomas of Lancaster's great original gatehouse tower yet remains, and Queen Margaret's Tower. Wild legends linger about Dunstanburgh, and its precipices and chasms that descend dizzily to the troubled waves.

Route 186. ALNWICK TO BAMBURGH

Miles from Bamburgh		Miles from Alnwick	
18¼	ALNWICK. *Northumberland.*		Alnwick to North Charlton, as pp. 353-354.
11½	North Charlton. Turn right. *Berwick-on-Tweed*, 🖙 23 m.	6¾	Turn right. (Left to Berwick-on-Tweed, twenty-three miles, see pp. 354-356.)
11	Tinely Farm. Cross-roads, keep right. *Ellingham*, 🖙 1 m.	7¼	Keep to right at cross-roads.
9¼	Preston Tower.	9	
8¼	Chathill Railway Station.	10	
6½	Swinhoe. Cross-roads.	11¾	Hamlet, consisting of farmhouses. Turn to left at cross-roads.

Miles from Bamburgh		Miles from Alnwick	
	Turn left. *Beadnell*, 1½ m. straight on.		
3½	North Sunderland.	14¾	Small village, joining that of Sea Houses, both served by a short branch line of railway from Chathill.
3	Sea Houses.	15¼	Fishing village and harbour. The harbour was built by the trustees of the Crewe funds, 1886-90. The fishcuring activities of the place reveal themselves to the nose for quite long distances.
1½	Monk's House.	16¾	Or the "St. Cuthbert's inn," standing solitary among the sandhills beside the sea.
	BAMBURGH.	18¼	Originally "Bebbanburgh," from Bebba, wife of King Ethelfrid of Northumbria, died 607.

Village and castle. The village lies down below the great fortress, on the landward side, and is a very pleasant old-fashioned place, with some good houses, the "Crewe Arms" and another inn, and an interesting church dedicated to St. Aidan, who died in a hermit's cell attached to the original Saxon building. The existing church is one of the finest in Northumberland, with transepts and western tower. It is Late Norman and Early English, and has a crypt under the chancel, which is a beautifully enriched Early English work. The sedilia and the ornate hagioscope, and the "low-side" window, are worth attention. Cross-legged effigy, supposed to represent Sir Lancelot of the Lake, fourteenth century, in chancel. Monument, erected 1711, by Dorothy, Lady Crewe, *née* Forster, to her "dear brothers, William, John and Ferdinand, as the last respect that could be paid them, for their true affection to the church, the monarchy, their country, and their sister". General Thomas Forster, who is also buried here, figured in the rebellion of 1715, and was taken prisoner to London, being liberated by his heroic sister, Dorothy, who obtained keys to fit the door of his cell. She lies beside him.

In the churchyard is the interesting monument of Grace Darling, an effigy under a canopy. She died 1842, four years after the heroic deed which has made her name famous throughout the land. It was on 5th September, 1838, that the steam-

ship *Forfarshire* ran upon the Harcar rocks outside the Farne Islands in a terrible storm, and was seen from the lighthouse upon the Longstone, kept by Darling, with his wife and daughter, then twenty years of age. The rescue of the crew, chiefly through the exertions of Grace Darling, is a deed too well-known to be recapitulated.

Bamburgh Castle,

"*King Ida's castle, huge and square,*"

occupying a lofty basalt crag, giving upon the sea, forms one of the finest spectacular objects on the British coasts, and is visible for great distances. The Romans are said to have had a fortress here, and Ida, first king of Northumbria, built a castle in A.D. 550. The keep dates from 1164. Apart from the many sieges and warlike doings in early days, the castle withstood a siege by William Rufus, 1095 ; was captured in the reign of Henry I. ; and was visited in 1201 and 1213 by King John. David Bruce, King of Scots, was a wounded prisoner here after the battle of Neville's Cross, 1346. In 1463 it was garrisoned for the Lancastrians, but ultimately surrendered to the Yorkists ; and in the following year, the Lancastrians having in the meanwhile regained it, were again obliged to surrender. This was the last warlike episode of Bamburgh, which afterwards became the property of the Forsters. It was purchased, 1704, by Lord Crewe, Bishop of Durham, who died 1722 and left his estates in trust to the Crewe trustees, by whom the castle was restored. They were largely aided in the work by Dr. John Sharp, Archdeacon of Northumberland, who died 1792. The Trustees themselves were seated in the castle until recent years, before the present occupation and further restoration by Lord Armstrong.

Route 187. DUNBAR TO NORTH BERWICK

Miles from North Berwick		Miles from Dunbar	
12	DUNBAR. *Berwickshire.*		Dunbar to Beltonford, along the Great North Road.
9¾	Beltonford.	2¼	Thence to side road on right, in a further one and three-quarters miles.
8	Turn right.	4	
	Cross the Tyne.		

Miles from North Berwick		Miles from Dunbar	
7	Tyninghame.	5	The park of Tyninghame, on right, is the seat of the Earl of Haddington. The road now passes the beautiful woods of Binning, on left.
5¼	Whitekirk. Cross-roads, keep right. *North Berwick, direct*, 4¼ m.	6¾	Ancient parish church. At cross-roads in Whitekirk, keep right, by the church, road rising easily. (Left to North Berwick direct, four and a quarter miles.)
4½	New Mains.	7½	
3½	Auldhame. Cross-roads, keep left.	8½	At cross-roads in Auldhame, keep left, and then to right in a further quarter of a mile.
3¼	Cross-roads, keep right.	8¾	
3	Castleton. *Tantallon Castle.*	9	This rugged fortress stands upon a headland, looking out towards the Bass Rock, which rises like a huge stack, one and a half mile out to sea, sheer almost on every side, 350 feet high. Tantallon Castle owes its ruined condition to General Monk, who besieged and took it; but very considerable portions of it yet remain, in spite of time and the furious elements along these coasts; lending some countenance to the old saying: "Ding down Tantallon; build a brig to the Bass," both considered to be impossibilities.
2½	Canty Bay.	9½	
	NORTH BERWICK.	12	(Described, p. 654.)

Route 188. EDINBURGH TO NORTH BERWICK

[*Tram-lines all the way to Port Seton*, 10½ *miles*]

Miles from North Berwick		Miles from Edinburgh	
23	EDINBURGH. *Edinburghshire.* (*G. P. O.*)		Proceeding from the General Post Office, at the eastern extremity of Princes Street, follow
21½	Piershill.	1½	the tramways to Piershill, Portobello, and Joppa. Thence through
20	Portobello.	3	
19¼	Joppa. Keep left. Keep right.	3¾	Fisherrow, bearing to left. Passing along High Street, Fisherrow, and thence to right into Bridge Street,
17¾	Fisherrow.	5¼	cross river Esk into Musselburgh,
17½	New Bridge. Cross the Esk. Keep left.	5½	keeping left.
17¼	Musselburgh.	5¾	(Described, p. 362.) On the right is Pinkie House, a seventeenth century mansion of very picturesque appearance. Here Prince Charlie stayed the night after the battle of Prestonpans. The battlefield of Pinkie is further away to the right. Here the English defeated the Scotch, with great slaughter, 10th September, 1547.
16¼	Levenhall. Keep left. *Enter Haddingtonshire.*	6¾	Keep to left at Levenhall, leaving the main road.
16	Westpans.	7	The road now reaches the seashore at Westpans.
	Fork of roads, keep left. DOWN		Keep left at fork of roads into Morrison's Haven, a fishing hamlet along the low-lying shore. A slight descent follows to Cuthill.
15¼	Morrison's Haven. DOWN	7¾	

Miles from North Berwick		Miles from Edinburgh	
14¾	Cuthill.	8¼	Road winds right and left into Prestonpans, whose streets are narrow and crooked.
14¼	Prestonpans.	8¾	The village, which was originally "Preston," and obtained the remaining part of its name from the old salt-pans along the shore, is scarcely so picturesque as the stranger might expect from its situation beside the sea. It is, of course, famous for the victory gained here by Prince Charlie, 21st September, 1745. This battle was fought away on the right, and was a short, sharp affair, the English regular troops under Sir John Cope fleeing in disorder before the wild onslaught of the Highlanders, who were a kind of foe they had never before experienced. Captain James Gardiner, who was killed on the English side, resided here, and was slain by his own garden-wall, where his monument now stands.
13	Cockenzie.	10	The village lies chiefly to left beside the sea. The road now grows very charming, the seashore becoming bolder, and the country on right clothed richly in vegetation.
12½	Port Seton.	10½	Skirting along the shore, round Gosford Bay, the road comes to the headland of Craigielaw.
8¾	Gosford Lodge Gate.	14¼	The Gothic lodge is the entrance to Gosford Park, seat of the Earl of Wemyss. Hear we bear inland, across the headland, and come to Aberlady Bay, with the pleasant village of the same name upon the shore. The grounds of Luffness House are a feature of the place.
7½	Aberlady. Turn sharp. Turn sharp UP	15½	At end of Aberlady turn sharp left, and one hundred and fifty yards further, sharp to right. Road rises a gradual incline to Gullane.
5½	Fork of roads, keep left. Bear right.	17½	Bear right on entering Gullane,

Miles from North Berwick		Miles from Edinburgh	
			and straight through the village. Gullane is well-known for its golf-links, as indeed is the entire district. Those of Gullane stretch away on the left to Gullane Point.
5	Gullane.	18	Gullane church is a picturesque ruin.
4½	Muirfield.	18½	At Muirfield are the links and club-house of the Honourable Company of Golfers.
2½	Dirleton.	20½	Pretty village, with a pleasant, well-kept green in its midst. The fine ruins of Dirleton Castle, very well worth seeing, stand in the grounds of Archerfield House, and are open to inspection on Thursdays. These mighty walls and bold towers were the scene of a determined resistance on the part of Wallace's adherents in 1298, but at length surrendered to the besieging force under the Bishop of Durham. The grim remains now stand amid beautiful gardens.
			Road descends into North Berwick, amid very picturesque country, dominated by the striking hill of North Berwick Law, rising 612 feet.
	NORTH BERWICK.	23	The town and district of North Berwick possess many and most varied attractions. Here is an old and picturesque fishing town and harbour, with curious nooks and byways. One of the thoroughfares bears the unusual name of "Quality Street". It is planted with plane-trees. Where this street crosses High Street stands the base of the old Market Cross, opposite the Town Hall. The newer part of

Miles from North Berwick		Miles from Edinburgh	
			the town partakes largely of the nature of a seaside resort. But golf is perhaps, after all, the supremest interest in and around; the links vying in reputation with those of St. Andrews.

Route 188A. EDINBURGH TO NORTH BERWICK

[*This road, though longer than Route* 188, *has good surface all the way. It affords a good view of the Forth; it avoids the very bad and uninteresting road through West Pans, Morrison's Haven, Prestonpans, Cockenzie, and Port Seton, and joins Route* 188 *where that road becomes interesting and good*]

25½	EDINBURGH. *Edinburghshire.* (*G. P. O.*)		Follow reverse of Route 100 (the Great North Road) to Macmerry.
14	Macmerry.	11½	
			Long, easy rise, at summit of which turn left.
12½	Turn left.	13	
11	Cross-roads, keep straight on.	14½	
	Turn sharp right.		Turn sharp to right, immediately after passing under railway bridge; and enter Longniddry.
10½	Longniddry. Take first turn to left.	15	
10	Turn right.	15½	Turn right, and join Route 188, between Port Seton and Gosford Park Gates.
	NORTH BERWICK.	25½	Thence to North Berwick, as Route 188.

Route 189. EDINBURGH TO SOUTH QUEENSFERRY

Miles from South Queensferry		Miles from Edinburgh	
9½	EDINBURGH. *Edinburghshire.* (*G. P. O.*)		Leaving the General Post Office, proceed in company with the trams along Princes Street. Op-

Miles from South Queensferry		Miles from Edinburgh	
8¾	Princes Street Railway Station.	¾	posite the Princes Street station of the Caledonian railway, take second opening on the right, Queensferry Street.
			Road descends and bears right to Dean Bridge, crossing the
8¼	DEAN BRIDGE. Cross the	1¼	Water of Leith.
	Water of Leith.		
			Road further descends and presently bears round to left, rising easily to Craigleith railway station.
7	Craigleith Railway Station.	2½	
			Moderate descent to Blackhall.
6¾	Blackhall.	2¾	
			Long easy incline.
5¾	*Davidson's Mains.*	3¾	
			Rise and fall to Cramond Bridge, passing the Barnton Hotel.
4	CRAMOND BRIDGE. Cross the	5½	Pretty scene ; the river Almond crossed by a bridge bearing the date 1619. This is the successor of that older bridge of Cramond at which James V. met with a remarkable adventure about 1525. It was his fancy to wander in disguise, and on one of these occasions he came to this spot, and rather too freely made love to a country girl. This was resented by the people, and the king received some rough treatment at their hands, and would have fared worse but for being rescued by the miller, Jock Howieson. The adjacent lands of Barnton were conferred upon the miller for this service, on the condition that he and his descendants were to furnish the sovereign with a basin and ewer to wash his hands whenever he should repair to Holyrood, or cross the bridge over the Almond.
	Almond. *Enter Linlithgowshire.*		

Miles from South Queensferry		Miles from Edinburgh	
	UP† Fork of roads, keep right. DOWN Cross the		Long ascent from Cramond Bridge. At fork of roads at summit keep right, then descending after an interval to the Dolphington Burn. On the right, all the way from Cramond Bridge to Dalmeny railway station, over three miles, stretches the park of Dalmeny, seat of the Earl of Rosebery, which has been in possession of the Primrose family since the seventeenth century. It is a very large and beautiful demesne, extending to the shores of the Firth of Forth. The mansion is a modern building.
2	Dolphington Burn.	7½	
1¾	UP† Fork of roads, keep right. *Linlithgow*, 11 m.	7¾	Slight further rise beyond fork of roads, followed by the long treacherous descent of Hawes Brae. Having descended the hill, the road passes under the giant Forth Bridge, which has latterly been a remarkable feature in the view. Beyond it is the Hawes inn, an old waterside hostelry, dating from 1588. Readers of Robert Louis Stevenson's romance, *The Master of Ballantrae*, will remember this house prominently figuring in its pages.
	UP† Hawes Brae. D DOWN *Gradient* 1 in 8.		

The Forth Bridge, which spans the Firth, here one and a quarter mile across, was begun January, 1883, and opened 4th March, 1890, and cost over two and three-quarters millions of money. It affords direct railway communication between Edinburgh and Perth, obviating the old circuitous journey by Stirling, and is considered to be worth the cost of shortening the mileage. It is, however a very expensive structure to maintain, requiring repainting once every three years. It is indeed generally said that the painting of the Forth Bridge is "never finished," the

work at one end not being completed before the time has come to begin at the other.

This great engineering achievement is considered to be one of the wonders of the world. It is of four spans, the two central being 1710 feet each. The small island of Inchgarvie, in mid-channel, afforded considerable help to the engineers. The water is 200 feet deep, and the rail-level at which the trains run is 150 feet above high water. With these generous spaces, the navigation of the Forth is altogether unhindered.

Miles from South Queensferry		Miles from Edinburgh	
	SOUTH QUEENSFERRY.	9½	Quaint old waterside town, which takes its name from Margaret, Queen of Malcolm Canmore, in the twelfth century, who preferred this passage of the Forth, on her frequent journeys between the royal palace of Dunfermline and Edinburgh. From that time until railways for a period abolished road-travel, this was ever the favourite route between Edinburgh and Fifeshire, and it is now the best for motor-cars. A steamboat ferry runs between South and North Queensferry at frequent intervals, taking cars across at a charge of 3s., any size.

Route 190. EDINBURGH TO GLASGOW, BY BATHGATE

Miles from Glasgow		Miles from Edinburgh	
44¼	EDINBURGH. *Edinburghshire.* (*G. P. O.*)		Leaving Edinburgh from the General Post Office, at the eastern extremity of Princes Street, proceed due west along that thoroughfare and past the Caledonian railway station, along Maitland Street, and to right past Haymarket station to that of Murrayfield. Trams all the way.
43½	Princes Street Railway Station.	¾	
43	Haymarket Railway Station. Keep right.	1¼	
42½	Murrayfield Railway Station. Keep right.	1¾	Keep to right, and then left, and cross the Water of Leith, following the tram-lines.

Miles from Glasgow		Miles from Edinburgh	
	Keep left. Cross the Water of Leith.		
40¼	Corstorphine.	4	Pop. 1327. Suburb of Edinburgh. It was in the eighteenth century a fashionable health resort.
39¼	Fork of roads, keep left. *Linlithgow*, 11¾ m. ☞	5	Keep left at fork of roads. (Right to Linlithgow, eleven and three-quarters miles, see pp. 752-754.)
38¾	Gogar.	5½	
35¾	Newbridge cross-roads.	8½	Passing Newbridge cross-roads, the great Almond railway viaduct is a prominent object on the left.
	Keep straight on. *Mid Calder*, 7¼ m. *South Queensferry*, 4¼ m. ☞ *Enter Linlithgowshire.*		(See pp. 784-785.)
			Road rises to Broxburn.
33	Broxburn.	11¼	Centre of the Scottish mineral oil-fields, where oil is extracted from the shale-rock and refined. The scenery improves on the way to Dechmont, becoming well wooded through Uphall.
31½	Uphall.	12¾	
29	Dechmont.	15¼	
			Easy decline to Bathgate, where bear left (right to Torphichen). Here the country is polluted with all kinds of works.
25½	Bathgate Railway Station. *Torphichen.* ☞	18¾	Pop. 7549. Bathgate is situated among the coal- and iron-fields, and sits amid abominations of desolation, in the shape of great

Miles from Glasgow		Miles from Edinburgh	
			exhausted shale-heaps from which the oil has been extracted. Still, its surroundings apart, Bathgate is a not ill-favoured town.
23	Armadale. Cross-roads, keep straight on. *Lanark*, 18¼ m. *Linlithgow*, 7¾ m. *Enter Lanarkshire.*	21¼	(See pp. 782-784.)
			Road rises to the stark moorlands, and passing beside the great Hillend Reservoir, on right, descends to Caldercruix.
20	Blackridge.	24¼	
15¼	Caldercruix.	29	
	Cross the North Calder Water.		
13½	Plains.	30¾	Plains and Clarkston are coal-mining centres. The road, passing over cross-roads beyond Clarkston, plunges into a blighted district of coal-mines, iron-furnaces, and industrial developments of every description.
12½	Clarkston.	31¾	
12	Cross-roads, keep straight on. *Carluke*, 10¾ m. *Cumbernauld*, 7 m.	32¼	(See pp. 760-761.)

Miles from Glasgow		Miles from Edinburgh	
11¼	Airdrie.	33	Pop. 22,288. Town thriving on the surrounding mineral wealth of Lanarkshire.
			Descent to Coatbridge.
9¼	Coatbridge.	35	Pop. 36,991. Blast-furnaces, coal-mines, etc., are the common objects of Coatbridge.
5¾	Baillieston.	38½	Pop. 3784. Here begin the Glasgow electric tramways.
4	Shettleston.	40¼	
3	Fork of roads, keep right.	41¼	Keep right at fork of roads.
			Passing Duke Street railway station keep straight on, along George Street to George Square.
	GLASGOW. (*George Square.*)	44¼	(Described, pp. 74-76.)

Route 191. CARLISLE TO GLASGOW, BY DUMFRIES AND KILMARNOCK

Miles from Glasgow		Miles from Carlisle	
112¾	CARLISLE. *Cumberland.* (*Town Hall.*)		Carlisle to Sark Bridge, as pp. 65-66.
104¼	Sark Bridge. Cross the	8½	
			Crossing the insignificant-looking little stream, the Sark, Scotland is entered.
	Sark. *Enter Scotland: Dumfriesshire.*		
104	Fork of roads, keep left. *Gretna Green,* ¾ m. ☞	8¾	Keep left at fork of roads. (Right to Gretna Green, three-quarters of a mile, see p. 66.) Thence to Annan, as p. 673.
95½	Annan.	17¼	(Described p. 673.)

Miles from Glasgow		Miles from Carlisle	
	Cross the Annan.		Crossing river Annan and bearing to left, keep right at fork of roads. (Left to Dumfries, through Clarencefield, sixteen and a half miles, see pp. 673-675.)
	Fork of roads, keep right. *Dumfries, through Clarencefield,* 16½ m.		
	Fork of roads, keep left. *Lockerbie,* 10 m.		Keep left at succeeding fork. (Right to Lockerbie, ten miles.)
92¾	Fork of roads, keep left. *Lochmaben,* 10¼ m.	20	Keep left at fork of roads. (Lochmaben, ten and a quarter miles right.)
			Long gradual incline with descent and rise to Carruthers-town.
88¾	Carrutherstown.	24	
			Long rise, steep in places, and finally descending steeply to
83	Collin. Junction of route through Clarencefield, on left.	29¾	Collin, where the route from Annan, through Clarencefield, is met on left. Thence to Dumfries, as p. 675.
79¾	Dumfries.	33	Pop. 19,076. Ancient and historic town, situated on the river

Nith. Dumfries, according to the inhabitants of the Burgh, is the "Queen of the South"—of Scotland, be it understood. Three bridges now span the river, the oldest of them being that built by Devorguilla, wife of John Balliol, 1280. It had originally thirteen arches, of which only six remain. It is now used solely for foot-passengers. Another bridge for pedestrians was built 1876. That carrying the wheeled traffic dates from 1795. Dumfries is the centre of what is known as the "Burns Country". Here Robert Burns, the poet, ended his stressful career in 1796, dying at the age of thirty-six, in the house in Millhole Brae, since re-named "Burns Street". Near this humble dwelling, in the crowded church-

yard of St. Michael's, he was buried ; but the ornate mausoleum now seen was erected 1815, and to it his body was transferred. A statue of him, unveiled by Lord Rosebery, 1882, stands in Church Place. The town and neighbourhood are rich in associations with the poet : the "Globe" inn and the "King's Arms" having naturally the most intimate relations with him. His chair is still preserved at the first-named house. From this humble inn he staggered out, the worse for drink, one winter's night, and slept in the snow, an escapade which eventually brought about his early death.

Hotel : Station. Motor repairs : A. C. Penman, Queensberry Motor Works.

Miles from Glasgow		Miles from Carlisle	
	Beattock, 19 m.		(See pp. 678-679.)
	Lockerbie, 12½ m.		(See pp. 676-677.)
	Cross the Nith.		Leaving Dumfries along High Street keep to left at the Burns statue, and thence along Castle Street and Buccleuch Street, to the crossing of river Nith, into Maxwelltown.
	Take 2nd turning on right.		Here take second turning on right (Glasgow Street, a small, easily-missed thoroughfare).
	Castle Douglas, 18 m.		(See pp. 688-689.)
	Dalbeattie, 14 m.		(See pp. 685-686)
	Dalbeattie, by Sweetheart Abbey, 26 m.		(See pp. 679 681.)
77¼	Cross the Cluden Water. *Lincluden Abbey.*	35½	Road rises long incline from Dumfries, and then descends easily to the Cluden Water. On the left, standing upon a spit of land beside the stream, are the ruins of Lincluden Abbey, an establishment for Benedictine nuns, founded 1154 by Uchtred, Lord of Galloway, and abolished by Archibald the Grim, Earl of Bothwell, in the fourteenth century. He refounded it for

an establishment of provost and canons, which lasted until 1585. The castle-like tower which forms the most prominent part of the ruins was in fact the Provost's residence. Portions of the nave and transepts of the abbey are left, together with the choir, in which is the beautiful, though greatly weathered, tomb of the Princess Margaret, daughter of Robert III., and wife of the Earl of Douglas. She died 1430.

Miles from Glasgow		Miles from Carlisle	
	Fork of roads, keep right.		Crossing the Cluden Water keep right at fork.
	Fork of roads, keep right.		Keep to right again at next fork.
	Fork of roads, keep right.		Keep to right again at next fork.
74	*Ellisland.* ☞	38¾	On the right, near the shores of the river Nith, is the humble farm of Ellisland, where Burns established himself with his wife, Jean Armour, 1789. Beyond it, with grounds sloping to the river, is the mansion of Friars' Carse, now a convalescent home.
73½	Friars' Carse : Fork of roads, keep right. *Moniaive*, ☜ 11¼ m.	39¼	Keep right at fork of roads. (Left to Moniaive, eleven and a quarter miles, see p. 733.)
72	AULDGIRTH BRIDGE. Cross the Nith.	40¾	Bear right and cross the river Nith at Auldgirth Bridge, and then turn sharp left, leaving Auldgirth railway station on right. The road then runs pleasantly with the river on left for one and a half mile, and continues through the charming valley of Nithsdale
67¾	Closeburn Railway Station.	45	towards Closeburn, rising to the railway station. On right is Closeburn Castle, in the park of Closeburn Hall, at one time the seat of the Kirkpatrick family, kinsfolk of the Countess of Montijo, who married Napoleon III., Emperor of the French, and who is thus better known to history as the

Ex-Empress Eugénie. Further to right is the Crichope Linn, amid the foothills of the range dominated by Queensberry, 2285 feet. The Linn, a picturesque stream, is associated with *Old Mortality* and the Covenanters.

Miles from Glasgow		Miles from Carlisle	
	DOWN		
	CAMPLE BRIDGE. Cross the		
	Cample Water.		
	UP†		Road rises.
65¼	Thornhill.	47½	Small town with population of about 1130. It is a pleasant and picturesque little place, the wide street planted with lime-trees, in a double row, and the market-place decorated with a quaint pillared cross, built 1714 by the last Duke of Queensberry, and surmounted by his arms.
	Moniaive, 8½ m.		
64¾	Fork of roads, keep left.	48	Keep left at fork of roads.
	DOWN		
63½	CARRONBRIDGE. Fork of roads, keep left. *Abington*, 21 m.	49¼	Keep left at fork of roads after leaving the village of Carronbridge. (Right through Dalveen Pass, a very pretty road, to Abington, twenty-one miles, see p. 737.)
	UP†		Road rises gradually, one and a half mile, and by degrees approaches the river Nith, which runs on left.

The park and woods of Drumlanrig Castle, a seat of the Duke of Buccleuch, are passed. The Castle, on the further side of the river, was built by the first Duke of Queensberry in the seventeenth century, and is a vast red sandstone mansion designed by Inigo Jones,

incorporating portions of the ancient castle. It was greatly damaged by the Highlanders among the rebel army of Prince Charles, 1745, and the woods were almost ruined by the old reprobate Marquis of Queensberry, familiar in scandalous memoirs as "old Q," but they have again recovered in the century or more that has elapsed since his decease.

Miles from Glasgow		Miles from Carlisle	
59½	Enterkinfoot. Cross the Enterkin Burn. Fork of roads, keep left. *Leadhills*, 8¼ m.	53¼	The road, reaching the Nith, and passing through some beautifully wooded stretches, crosses the Enterkin Burn at Enterkin Foot. Long gradual rise. Keep left at fork just before leaving Menock. (Right to Leadhills, eight and a quarter miles: a poor road.)
55¼	Menock. D	57½	Sharp bend to right, with abrupt descent and rise. Approaching Sanquhar, the ruins of the castle or "Crichton Peel" are seen prominently on a knoll to the left.
53¼	Sanquhar.	59½	Decayed town, once sending a representative to Parliament. It has now a population of about 1380. It is a somewhat grim place, amid hills of no picturesque qualities, amid which an inferior variety of coal is found. The granite pillar in the market-place, on the site of the old market cross, is a monument to the Covenanters who, headed by Richard Cameron, in 1680 affixed the document known as the "Declaration of Sanquhar" to the cross, renouncing allegiance to Charles II., and declaring armed resistance to him. It records also the second Declaration of Sanquhar, by the Rev. James Renwick, 25th May, 1685, "The Killing Time". Another monument is in memory of James Hyslop, author of the "Cameronian's Dream". The "Queensberry Arms" has associations with Burns, who was frequently in the town in course of his duties as Excise officer. The old Town Hall, facing down the long street, is quaint. In the old house opposite, bearing a medallion portrait of Burns, the captured rebel Earl of Kilmarnock was lodged for the night on his way south.

Miles from Glasgow		Miles from Carlisle	
	Fork of roads, keep left.		Keep to left at fork of roads in Sanquhar, road then descending to Crawick Water.
	Cross the Crawick Water.		
			Road rises, and descends, and again rises, past some colliery developments, to Kirkconnel, proceeding between river and railway.
49¾	Kirkconnel.	63	Dull scenery, with grim hills of Cairntable, 1942 feet, on right, and Blackcraig, 2298 feet, on left. Road rises stiffly.
	Cross the Nith. *Enter Ayrshire.*		
			Continuous steep rises and falls across the moors to Afton Water.
42	Afton Bridgend. Cross the Afton Water.	70¾	"*Flow gently, sweet Afton, among thy green braes.*" —Burns.
	Fork of roads, keep right. *Dalmellington*, 8½ m.		Crossing the Afton Water, keep right at fork of roads. (Left to Dalmellington, eight and a half miles.)
41¾	New Cumnock. Pathhead. Fork of roads, keep left.	71	Small town, pop. 2005. Passing the railway station, keep left at fork of roads at Pathhead, road then repeatedly rising and falling to Old Cumnock.
36½	Old Cumnock.	76¼	Pop. 4000. The town was intimately associated with the Covenanters. Three of those shot by dragoons lie in the churchyard, now the town square. Here is the

Miles from Glasgow		Miles from Carlisle	
			obelisk, erected 1892, to the Covenanting preacher, Alexander Peden. Here are iron-foundries, woollen manufactories, dye-works, etc.
	Ayr, 15¾ m. *Muirkirk*, 10 m. Cross the Lugar Water.		
34¾	Auchinleck.	78	The name of Auchinleck recalls that of James Boswell, friend and intimate literary companion of Dr. Johnson. Boswell was the son of Lord Auchinleck, a Scottish law-lord, who was seated at Auchinleck House. The house and estate, with the ruined castle near by, are three miles to the west of the village on the road to Ochiltree. In Auchinleck village is a monumental column to William Murdoch, inventor of gas-lighting, born at Bellow Mill, Old Cumnock, 1754, died 1839. He altered the spelling of his name to "Murdock". Here was born "A. K. H. B.," *i.e.*, the Rev. A. K. H. Boyd.
31½	Howford Bridge. Cross the Water of Ayr.	81¼	Pretty scene on the old bridge. Crossing the Water of Ayr, road rises, steep and winding.

Miles from Glasgow		Miles from Carlisle
	UP†	
29¾	Mauchline.	83

Considerable village, with large quarrying industry, and a trade in the making of wooden boxes, painted with tartan patterns. But it is chiefly of interest to the tourist through its associations with Burns. No place is more intimately connected with him, for at Mossgiel Farm, one and a half mile north, he lived with his mother and brother from 1784 to 1786, and was continually in the village itself, associating with picturesque vagabonds and other more or less undesirable company. In Mauchline the literary pilgrim will see the house he afterwards occupied; the inn known as the "Jolly Beggars' Howf," or "Poosie Nansie's Hostelry," where he hobnobbed with tramps and wastrels; the "Whitefoord Arms" inn, another haunt of his, later known as the "Cross Keys," but not now a public-house; Nanse Tulloch's "Sma' Inn," and numerous other Burns landmarks. In the churchyard lie many of his cronies, upon whom he freely versified.

A fight between the Covenanters and their oppressors took place on Mauchline Hill, 1647, and on the Green is a monument, erected 1885, to five Covenanters shot there two hundred years before.

Ayr, 11 m.
Lanark, 35½ m.

(See pp. 714-717.)

Road rises out of Mauchline.

UP†

Fork of roads, keep right *Tarbolton*, 5 m.

Keep right at fork of roads. (Left to Tarbolton, five miles, see pp. 712-713.) On the triangular space at the fork of roads stands the National Burns Memorial, a tower in the Scottish baronial style of architecture, erected by the Glasgow Mauchline Society, and forming a Burns Museum. It was inaugurated 7th May, 1898, together with a group of Cottage Homes for necessitous old people. Some little distance beyond, the farm of Mossgiel is seen on left. It was the home of the poet for some three years, and there he wrote the lines upon the daisy,

"*Wee, modest, crimson-tipped flow'r,*"

he had ploughed under.

But Mossgiel has been greatly altered since then, and is not now so humble a farmstead as originally it was.

Miles from Glasgow		Miles from Carlisle	
			Descents, in places steep, with a sharp bend, to Cessnock Water.
	Cross the Cessnock Water.		
			Descents to Hurlford.
23	Hurlford.	89¾	Busy town of coal-mines, fireclay and ironworks. (See pp. 738-740.)
	Hamilton, 25¾ m. Cross the Irvine.		
21	Kilmarnock.	91¾	Pop. 35,091. Thriving town, dependent upon several industries, including carpets, shawls, boots, and machinery. It is also the centre of a wide agricultural district. It stands upon the Marnock, a small tributary of the Irvine, and has some picturesque nooks and corners, including that in which stands the old Laigh Kirk. In the pleasant Kay Park is an imposing Burns Monument of red Ballochmyle sandstone, completed 1879. The first collection of his poems—the rare "Kilmarnock edition"—was printed here, 1786. (See pp. 717-718.)
	Ayr, 11¾ m.		
	Troon, 10½ m.		(See p. 728.)
	Irvine, 7 m.		

Miles from Glasgow		Miles from Carlisle	
	Fork of roads, keep right. *Glasgow, by Barrhead,* 25½ m.		Leaving Kilmarnock past the Cross, proceed along Portland Street, up Wellington Street and Dean Street to fork of roads, where keep right. (Left to Glasgow, by Barrhead, twenty-five and a quarter miles, see pp. 725-728.)
16¾	Fenwick.	96	In the churchyard lie many of the Covenanters.
			Road rises out of Fenwick, the Fenwick Water running on right, and maintains a gradual rise for four miles.
13¾	Fork of roads, keep left. *Glasgow, by Eaglesham,* 14½ m.	99	Keep left at fork of roads. (Right to Glasgow, by Eaglesham, fourteen and a half miles.)
	Enter Lanarkshire.		
10½	Fork of roads, keep left.	102¼	Keep left at fork of roads.
			Road descends past "Malletsheugh" inn to Newton Mearns.
7	Newton Mearns.	105¾	
4¾	Cross-roads: keep straight on. *Strathaven,* 14½ m. *Paisley,* 5½ m.	108	Keep straight on, over cross-roads. (Strathaven, fourteen and a half miles right; Paisley, five and a half miles left, see pp. 734-735.)
4¼	Thornliebank.	108½	Industrial surroundings.
3	Pollokshaws. Cross the	109¾	Glasgow electric tramways begin.
	White Cart Water.		

Miles from Glasgow		Miles from Carlisle	
2¼	Shawlands. Junction of road from Barrhead, on left.	110½	Glasgow is reached through the Crossmyloof and Queen's Park districts and Strathbungo. Keep to left where the streets fork, along Eglinton Street, to Glasgow Bridge. Electric trams all the way.
	GLASGOW BRIDGE. Cross the Clyde.		Crossing the bridge, keep straight on, along Jamaica Street, and to right into Argyle Street, and then left into Buchanan Street. Finally to right into St. Vincent Place and George Square.
	GLASGOW. (*George Square.*)	112¾	(Glasgow described, pp. 74-76.)

ROUTE 192. OLD CUMNOCK TO AYR

Miles from Ayr		Miles from Old Cumnock	
15¾	OLD CUMNOCK. *Ayrshire.* Turn sharp right. Cross the Burnock Water.		Proceeding in a southerly direction to Bridgend, turn sharp to right. Road goes gently undulating.
11½	Ochiltree. Cross the Coyl Water.	4¼	Bearing left through Ochiltree, road then goes easily, straight ahead all the way to Coylton, crossing the Coyl Water into Coylton.
6	Coylton.	9¾	

Miles from Ayr		Miles from Old Cumnock	
	Fork of roads, keep right. *Maybole*, 11 m.		Keep right at fork, leaving Coylton. (Left to Maybole, eleven miles.)
10¾	Joppa.	5	Road continues straight ahead to Ayr.
	AYR. (*Town Hall.*)	15¾	(Described, p. 710.)

Route 193. CARLISLE TO DUMFRIES, BY CLARENCEFIELD

Miles from Dumfries		Miles from Carlisle	
34	CARLISLE. *Cumberland.* (*Town Hall.*)		Carlisle to Sark Bridge as pp. 65-66.
25½	Sark Bridge. Cross the Sark. *Enter Scotland. Dumfriesshire.*	8½	Crossing the Sark, an insignificant-looking stream, Scotland is entered.
25¼	Fork of roads, keep left. *Gretna Green*, ¾ m.	8¾	At fork of roads keep left. (Right to Gretna Green, three-quarters of a mile, see p. 66.)
	Cross the Kirtle Water.		The road now runs through a sad, featureless country, skirting the Solway Sands, along the estuary of the Esk.
23	Rigg.	11	
19¼	Dornock.	14¾	
16¾	Annan.	17¼	Pop. 6000. Pleasant little market-town and small seaport,

Miles from Dumfries		Miles from Carlisle	
			on the navigable river Annan. Sir Walter Scott's novel *Redgauntlet*, is chiefly concerned with this neighbourhood. The site of the ancient castle is occupied by the Town Hall. At Annan was born, 1792, Edward Irving, founder of the Catholic Apostolic Church, or "Irvingites".
	Cross the Annan. Fork of roads, keep left. *Dumfries, by Carruthers-town*, 15½ m. ☞		Leaving the town by crossing river Annan, keep left at fork of roads. (Right to Dumfries, through Carruthers-town, fifteen and a half miles, see p. 662.)
13¼	Cummertrees.	20¾	Road continually undulates through improving wooded scenery. Pretty village on a rivulet called the Pow Water. Sharp bend under railway bridge.
	Cross the Pow Water.		
10¾	Ruthwell.	23¼	Picturesque old village. Here, in the church, is a remarkably fine eighth century cross, 18 feet high. It is elaborately sculptured with representations of scenes from the life of Christ and decorative designs of vines amid which are shown birds and small animals eating the grapes. Latin and Runic inscriptions render it evident that this work is an illustration of a portion of Caedmon's poem, "The Holy Rood : a Dream". A brass tablet records the breaking of this fine cross at the Reformation, its burial beneath the floor of the church, 1642-1790, and finally its restoration and preservation under the terms of the Ancient Monuments Act of 1887.
	Caerlaverock Castle, ☞ 4¼ m.		The ancient and imposing ruin of Caerlaverock Castle stands by the seashore at the junction of

the river Nith and the Solway, with the marshes of Lochar Moss in the rear. The site is thought to be the *Carbantorigium* of the Romans. There was a castle here in the eleventh century, when it belonged to one of the Maxwells, who throughout the centuries have retained their hold upon it. The fortress was rebuilt 1425, after suffering much at the hands of the English ; unroofed by the Earl of Essex, 1570, after a siege ; rebuilt 1638 by one of the Maxwells, Earl of Nithsdale, and again besieged, 1640, when the Covenanters captured it. That was the ultimate warlike experience of Caerlaverock. The ruins, approached by a gateway bearing the Maxwell crest and their motto, "I bid ye fair," display some fine ornate semi-domestic architecture of the seventeenth century.

In the churchyard is the grave of Robert Paterson, Sir Walter Scott's "Old Mortality".

Miles from Dumfries		Miles from Carlisle	
9¾	Clarencefield.	24¼	Hamlet of white-faced cottages.
6½	*Mouswald.* ☞	27½	
2¼	Collin. Junction with route through Carrutherstown, on right. Cross the	31¾	Here the Annan and Dumfries road through Carrutherstown joins on right.
	Lochar Water.		
1¼	Gasstown.	32¾	Through Gasstown and the suburb of Noble Hill, Dumfries is reached, along English Street.
	DUMFRIES.	34	(Described, p. 662.)

Route 194. ANNAN TO LOCKERBIE

Miles from Lockerbie		Miles from Annan	
10½	ANNAN. *Dumfriesshire.*		Leaving the town keep past the Town Hall and cross the river Annan.

Miles from Lockerbie		Miles from Annan	
	Cross the Annan.		
10	Fork of roads, keep left. Fork of roads, keep right. Fork of roads, keep right.	½	Crossing the river take the first turn to right.
7½	Eastmoor.	3	Long descent, growing steepish.
	Turn right.		Turn right, road bending sharply to the narrow bridge. Care required.
6¼	HODDOM BRIDGE. Cross the Annan.	4¼	Three-arched bridge across river Annan.
	Fork of roads, keep left. *Ecclefechan*, 2 m.		Keep left at fork of roads. (Right to Ecclefechan, two miles.) Steepish short rise, and descent past the demesne of Castlemilk.
3¼	KETTLEHOLM BRIDGE. Cross the Water of Milk.	7¼	
	LOCKERBIE.	10½	(Described, p. 69.)

ROUTE 195. DUMFRIES TO LOCKERBIE

Miles from Lockerbie		Miles from Dumfries	
12½	DUMFRIES. *Dumfriesshire.*		Proceeding from Dumfries by English Street, turn left at St. Mary's church, cross the railway

Miles from Lockerbie		Miles from Dumfries	
			bridge and turn right at Victoria Terrace.
	Cross the Lochar Water.		The road crosses the Lochar Water, and over Lochar Moss, a dark, gloomy peat-waste stretching some ten miles.
9	Roucan.	3½	Long steep rise.
7¾	*Torthorwald.* ☞	4¾	Long rise continued, followed by short descent and further rise and fall, with finally a rise into Lochmaben.
4	Lochmaben.	8½	Very curiously situated little town, surrounded by a group of lochs of various sizes, six in number. They abound in all kinds of fresh water fish. In the largest of these is found the unique fish called the "Vendace," found nowhere else, not even in those other lochs. Local legends declare it to have been introduced by Mary, Queen of Scots; others incline to believe that the monks introduced them. But no one has yet been found to suggest *whence* they were brought, nor to what monastery "the monks" spoken of in such general terms belonged. The annual netting of this fish by the Vendace Club is a great occasion at Lochmaben. The ruins of a castle are seen on a spit of land projecting into the loch. It was the chief stronghold of Robert Bruce in his wars against the English. Some consider he was born here, instead of at Turnberry Castle, usually reputed to be his birthplace. The town, which contains a statue of the hero, was well-known to Burns, who described the place as "Marjory o' the mony lochs, a carlin auld and teuch".
	Beattock, ☜ 12¾ m. Fork of roads, keep left. *Annan*, 13 m. ☞ Cross the Annan.		Leaving Lochmaben turn right, and at fork of roads keep left (right to Annan, thirteen miles), passing on the side of Castle Loch, which extends on right.
	LOCKERBIE.	12½	(Described, p. 69.)

Route 196. DUMFRIES TO BEATTOCK

Miles from Beattock		Miles from Dumfries	
19	DUMFRIES. *Dumfriesshire.* (*High Street.*) Fork of roads, keep right.		Keeping to right at the Burns Monument, and by Church Crescent and Academy Street, keep right at fork and cross railway.
17	Fork of roads, keep left. Fork of roads. keep right.	2	At fork of roads two miles from the town keep left, and to right at next turning.
16	Locharbriggs. Fork of roads, keep right. 	3	Keep right at fork of roads, passing railway station on left.
	Fork of roads, keep left. Cross the Lochar Water.		Keep left at fork of reads. (Right to Tinwald.)
14½	Amisfield. Fork of roads, keep right. D	4½	Keep right at fork of roads at Annisfield, railway station on left. Long incline, followed by descent, growing increasingly steep,
11½	Ae Bridge. Cross the Ae Water.	7½	to bridge over the Ae Water, and bending round to left.
10¼	Parkgate. 	8¾	Road rises past Shawfoot to
8¼	Courance P.O. *Cross a* *stream.*	10¾	Courance Post Office, and then descends easily to a stream.

Miles from Beattock		Miles from Dumfries	
	Cross the Mollin Burn.		Steepish descent to St. Ann's Bridge. Surface rough.
5¾	St. Ann's Bridge. Cross the Kinnel Water. Fork of roads, keep left.	13¼	Keep left on crossing the bridge. Steep pitch, followed by long incline of over two miles.
3¾	Edwardsrig.	15¼	Long descent, growing steeper.
	Keep right. Keep left.		Keep to right at a lodge, and carefully passing under railway join the main road into Beattock, turning left.
	BEATTOCK.	19	(Described, p. 70.)

Route 197. DUMFRIES TO DALBEATTIE. BY THE COAST

Miles from Dalbeattie		Miles from Dumfries	
26	DUMFRIES. *Dumfriesshire.* (*High Street.*) Cross the Nith. *Enter Kirkcudbrightshire.*		Leaving the town by turning to left at the Burns Monument, and thence by Castle Street, and to left along Buccleuch Street, cross the Nith, road rising Galloway Street and Laurieknowe. At the summit turn left, road descending.

Miles from Dalbeattie		Miles from Dumfries	
24	Turn sharp right.	2	In two miles turn sharp to right, and cross the river Cargen at Cargen Bridge.
	Cargen Bridge. Cross the Cargen.		After crossing the bridge (caution needed) keep left, uphill, then descending to Mabie Lodge, where keep round to left, and rise steeply to Gillfoot Farm.
	Fork of roads, keep left.		
	Keep left.		
21½	Gillfoot Farm.	4½	Road continues rising.
	Fork of roads, keep right.		Keep right at fork of roads; very steep rise, followed by a mile-long descent. Keep right at foot of the hill.
	Keep right.		
18¾	New Abbey. (Sweetheart Abbey.)	7¼	Rise to New Abbey village. An odiously-ugly modern church has been built close to the beautiful ruins of New Abbey, founded 1275 by Devorguilla, wife of John Balliol. She was buried in the Abbey church, with the heart of her husband enclosed in a casket, hence the name of *Dulce Cor*, or Sweetheart Abbey, by which it has always been known :—

> "*In Dulcicorde Abbey she taketh her rest,*
> *With the heart of her husband embalmed on her breast*".

The ruins, which are of considerable extent and very charming, consist of a roofless nave, with the nave-arcade perfect, and part of the clerestory. The central tower, 90 feet high, and the choir and transepts are also fairly well preserved. The style is chiefly Early English. It would appear from the sculptured shields seen here that the Abbey was really officially known by what would at first appear to be a popular name, for

it bore the arms of two pastoral staves in saltire, with a heart above.

Ahead, presiding over the pleasant countryside, is the height of Criffel, 1866 feet. The monument on the wooded hill to the south is an obelisk, erected 1817, to commemorate the Battle of Waterloo.

Miles from Dalbeattie		Miles from Dumfries	
14	Kirkbean.	12	The road, rising out of Kirkbean undulates and proceeds through an exquisitely beautiful country, densely wooded, although the road proceeds to the sea. Descending to the Southwick Water, and rising steeply from it, we then descend to the seashore at Sandyhills Bay, on the Solway Firth.
10¼	Cross the Southwick Water.	15¾	
7¾	Sandyhills Bay.	18¼	Road rises from the bay.
5¾	Lochend. Keep right. *Colvend.* *Rockcliffe.*	20¼	Keep sharp round to right. (Left to Colvend and Rockcliffe.)
			Descent past the manse of Colvend, followed by a rise, and then a further descent to Barnbarroch.
3½	Barnbarroch.	22½	
	DALBEATTIE.	26	Long descent, past the woods of Munches, to Dalbeattie (described, p. 686.)

Route 198. KIRKCUDBRIGHT TO NEW GALLOWAY

Miles from New Galloway		Miles from Kirkcudbright	
19	KIRKCUDBRIGHT. *Kirkcudbrightshire.* (*Town Hall.*)		Leaving the town northwards, cross the river Dee at Tongueland Bridge.
17	Tongueland Bridge.	2	

Miles from New Galloway		Miles from Kirkcudbright	
	Cross the Dee.		
	Fork of roads, keep left. *Castle Douglas*, 8 m. ☞		Having crossed the river, keep immediately to left. (Right to Castle Douglas, eight miles.)
15¼	Tarf Railway Station.	3¾	
	Fork of roads, keep right. *Gatehouse of Fleet*, 8 m.		Keep right at fork of roads at Tarf railway station. (Left to Gatehouse of Fleet, eight miles, see p. 691.)
14¼	Ringford.	4¾	
	Fork of roads, keep left. *Castle Douglas*, 6 m. ☞		Keep left at fork of roads in Ringford. (Right to Castle Douglas, six miles, see pp. 689-690.)
			Road repeatedly rises and falls; moderate gradients.
9	Lawrieston.	10	
	Cross-roads, keep straight on.		Keep straight on, over cross-roads at Lawrieston.
			General descent, with intermediate rises and falls, to New Galloway railway station, passing the large Woodhall Loch on left,
5	New Galloway Railway Station.	14	and the smaller loch of Blates on right.
			Road, crossing the railway, comes in one mile to the finely wooded shore of Loch Ken. The lofty hill on left, clad to its summit with trees, is Cairn Edward, 1066 feet. Nearing the small village-like town of New Galloway, the imposing seat of Kenmure Castle, formerly belonging to the Viscounts Kenmure, is seen prominently on its knoll. A grand avenue leads to it.

Miles from New Galloway		Miles from Kirkcudbright	
			Finally short rise and fall into New Galloway.
	NEW GALLOWAY.	19	(Described, p. 731.)

Route 199. KIRKCUDBRIGHT TO GATEHOUSE OF FLEET

Miles from Gatehouse of Fleet		Miles from Kirkcudbright	
8½	KIRK-CUDBRIGHT. *Kirkcudbright-shire.* (*Town Hall.*) Cross the Dee.		Crossing the river Dee, here crossed by a fine iron bridge, keep right at fork of roads in one mile. (Left to Borgue, five miles.)
7¼	Fork of roads, keep right. *Borgue,* 5 m.	1¼	Long, steep, winding rise, passing cross-roads in one mile, to next
5½	Fork of roads, keep right. *Borgue,* 2¼m. *Cross a* *stream.*	3	fork, where keep right. (Left to Borgue, two and a quarter miles.)
3½	Minto Cottage. Fork of roads, keep left. *Ringford,* 5½ m.	5	Keep left at fork of roads at Minto Cottage. (Right to Ringford, five and a half miles, see pp. 690-691.)
	GATEHOUSE OF FLEET.	8½	Thence to Gatehouse of Fleet, as p. 691. (Described, p. 691.)

Route 200. DALBEATTIE TO CORSOCK BRIDGE

Miles from Corsock Bridge		Miles from Dalbeattie	
12	DALBEATTIE. *Kirkcudbrightshire.*		Proceeding to the railway station, an easy road runs to Urr, with the Urr Water winding on the left. The prehistoric Mote Hill of Urr is on the left, across the river. It is a mound upon a mound, ringed about with two ditches. Here the unrecorded peoples of remote ages held their councils and courts of justice.
9½	Urr. Fork of roads, keep left.	2½	Road rises and descends. Keep to left at fork of roads for Haugh of Urr.
8¼	Haugh of Urr. Cross-roads, keep straight on. *Castle Douglas,* 4½ m. *Dumfries,* 12 m.	3¾	
7½	Fork of roads, keep left. *Dumfries,* 14½ m. Fork of roads, keep right. *Castle Douglas,* 3½ m.	4½	Road rises. At fork of roads keep left (right to Dumfries, see p. 688), and at next fork keep right. (Left to Castle Douglas, three and a half miles, see p. 689.)
6¼	Cross-roads, keep straight on. *Kirkpatrick Durham,* 1¼ m. *Old Bridge of Urr.* *Kirkpatrick Durham,* 1 m.	5¾	

Miles from Corsock Bridge		Miles from Dalbeattie	
	Fork of roads, keep left. *Crocketford*, 5½ m. ☞ CORSOCK BRIDGE.	12	Approaching Corsock Bridge, keep left at fork of roads. (Right to Crocketford, five and a half miles, see pp. 695-696.)

Route 201. DUMFRIES TO KIRKCUDBRIGHT, BY DALBEATTIE

Miles from Kirkcudbright		Miles from Dumfries	
32	DUMFRIES. *Dumfriesshire.* (*High Street.*) Cross the Nith. *Enter Kirkcudbrightshire.*		Passing the Burns Monument and along Castle Street, keep to left, descending Buccleuch Street and cross river Nith, rising Galloway Street and Laurieknowe.
	Fork of roads, keep right and left. Cargen Bridge. Cross the Cairn.		Keep right and left at successive forks, descending to Cargen Bridge, where the Cairn is crossed. Repeated rises and descents, some of them steep and winding, to Lochanhead railway station, past Goldielea. Charming rural surroundings.
26½	Lochanhead Railway Station.	5½	Rise to Beeswing and to the moorlands.
24	Beeswing.	8	

Miles from Kirkcudbright		Miles from Dumfries	
22	Kirkgunzeon Railway Station. Bear right.	10	Bearing right at railway station road descends to Corra Castle, a ruined old keep of the Maxwell family.
	Kirkgunzeon. 🖙		Village takes its name from dedication of the church to St. Finan.
			Repeated rises and falls to Dalbeattie.
18	Dalbeattie.	14	Small town on the river Urr, four miles from its outlet to the Solway Firth. The principal industry is granite quarrying. The granite of which the Victoria Embankment in London was built came from these quarries.
	Corsock Bridge, 12 m. 🖙		(See pp. 684-685.)
	Lochend, 🚲 5¾ m.		(See p. 681.)
	BUITTLE BRIDGE. Cross the Urr. Cross-roads, turn left. *Castle Douglas,* 4 m. 🖙		Leaving Dalbeattie, pass the "Maxwell's Arms" and cross the river Urr at Buittle Bridge. Having crossed, turn left at cross-roads. (Right to Castle Douglas, four miles.)
			Sharp drop into Palnackie.
15	Palnackie.	17	Village on the river Urr, where it begins to broaden out to the sea. Road, level upon the whole, winds about, past Blackbellie and Screel, and by the woods of Orchardton.
11½	Auchencairn.	20½	The village is charmingly seated near the bay of the same name.
	D		Bear left up out of Auchencairn, up a steep and winding hill, fol-

Miles from Kirkcudbright		Miles from Dumfries	
			lowed after an interval by another.
7¾	Bankhead Mill. Fork of roads, keep right.	24¼	Keep right at Bankhead Mill fork of roads. (Left to Dundrennan, one mile. Kirkcudbright may also be reached easily by Dundrennan.)
	Dundrennan, 1 m.		Here are some remains of an Abbey, founded 1142 by King David. They are of the Early English period. Much of the village is built with spoils from the Abbey church.
3½	Bombie.	28½	
			Long descent from the village.
	Fork of roads, keep right. Cross the		Keep right at fork of roads at foot, crossing the Buckland Burn.
	Buckland Burn.		
			Long rise and steep descent.
	KIRKCUDBRIGHT. (*Town Hall.*)	32	Pop. 3116. Small town on the river Dee, close to its entrance into Kirkcudbright Bay. The place-name means the "Church of St. Cuthbert". This is a pleasant-looking little place, the capital of the shire, with buildings for the shire business, a Town Hall, and the picturesque ivy-hung ruins of a sixteenth century castle of the Maclellans, lords of Kirkcudbright and Bombie. The only remaining relic of the old church contains a monument to the last Baron Kirkcudbright, who died 1832. The old Court House is an odd specimen of architecture. The prominent monumental Celtic cross is in memory of the last Earl of Selkirk, died 1885. The wooded peninsula to the south of the town was formerly an island, and is still called "St. Mary's Isle". It is a secluded place, with a fine heronry.

Route 202. DUMFRIES TO STRANRAER

Miles from Stranraer		Miles from Dumfries	
77	DUMFRIES. *Dumfriesshire.* (*High Street.*) Cross the Nith. *Enter Kirkcudbrightshire.* Fork of roads, keep right. Cross the Cargen Water. Cross the Glen Burn. 		Leaving the town by High Street and Buccleuch Street, and crossing river Nith, into the suburb of Maxwelltown, road rises Galloway Street and Laurieknowe, keeping to right at successive forks of roads. Road rises for two miles and then continues by an undulating rise.
67¾	Crocketford.	9¼	
	Fork of roads, keep left. *New Galloway*, 16 m.		Here keep left at fork of roads. (Right to New Galloway, sixteen miles, see pp. 695-696.)
	Fork of roads, keep right. *Loch Milton*, ¾ m. 		Leaving Crocketford keep right, avoiding road on left, which leads to Loch Milton, three-quarters of a mile. Road now descends and skirts along the shore of Loch Auchendarroch, thence rising gently to Springholm. Lengthy descent through the village.
65	Springholm. 	12	

Miles from Stranraer		Miles from Dumfries	
	Kirkpatrick Durham, 1 m. ☞		
			Road descends generally to the Urr Water, passing side-roads left and right. (Dalbeattie, four and three-quarters miles left; Corsock Bridge, seven and a quarter miles right, see pp. 684-685.)
62½	Cross roads, *Dalbeattie*, 4¾ m. *Corsock Bridge*, 7¼ m. ☞	14½	
62	Cross the	15	
	Urr Water.		
	RAM HILL.		
59	Castle Douglas.	18	Pop. 3016. Thriving and pleasant little market-town, amid charming and interesting surroundings. It takes its name from the ancient fortress of Threave Castle, a lair of the fierce Douglases, one and a half mile to the west, on an island in the broadened channel of the Dee, but the town was formerly known alternatively as "Causeway End," from a causeway which ran from it to an island in Carlingwark Loch, a fine sheet of water immediately adjoining and forming a very picturesque adjunct. The loch is three-quarters mile long and quarter mile broad. It was evidently in prehistoric times a lake-dwelling for the timid folk who, with excellent reason, preferred to live in the security of dwellings built upon piles and surrounded by water. Relics of them have been discovered, and are now preserved in the museum at Edinburgh.

The Douglases had a place of execution at the south end of the loch, still known as "Gallows Plot".

Dalry, 16 m. ☞ *Auchencairn*, 8¼ m.	(See pp. 696-698.)
Fork of roads, keep right.	The road leaving Castle Douglas runs beside the Carlingwark Loch.

Miles from Stranraer		Miles from Dumfries	
	Cross the Dee. *Threave Castle*, 1½ m. ☞		Keep to right at fork of roads in half mile, and avoiding all other roads to the left, cross the river Dee.

The first road to right after crossing the river leads across the railway and to Threave Castle, the evil old hold of the Douglases aforesaid. Here the savage and proud Earls of Douglas had their safe retreat from mediæval times, and defied even their sovereign. The grim old tower was built in the fourteenth century, by the Black Douglas, and is seen standing gaunt and lonely on an island, with the dilapidated walls of its courtyard about it. The walls of the keep rise to seventy feet, and have a thickness of eight feet. The projecting piece of granite above the entrance was the "gallows knob". The Douglases sardonically proclaimed that it "never wanted its tassel". Among the last of the cruel acts perpetrated here was the murder of one Maclellan, guardian of Lord Bombie, 1452, by the eighth Earl of Douglas. The unfortunate Maclellan had been treacherously captured by the promise of a ladleful of gold to his betrayer. The Earl paid the promised reward, on application, but it was molten gold, and poured down the victim's throat. Thus, with ghastly ironical humour, did those old castellans make good their obligations. Maclellan himself might possibly not have been murdered but for the intervention of the King, James II., who sent an emissary to demand his release. While the Earl courteously entertained his sovereign's messenger, he gave orders for the prisoner to be killed, and then opened and read the letter. Three years later, the infuriated king had the satisfaction of besieging Threave Castle, and battering it with that famous cannon (now one of the chief sights of Edinburgh Castle), "Mons Meg".

54½	Fork of roads, keep right.	22½	Resuming the main road keep right at fork of roads in one and a half mile, road rising and descending to Ringford.
53	Ringford. *New Galloway*, 14 m. ☞	24	Keep to right out of Ringford. (See pp. 682-683.)
	Fork of roads, keep right.		Keep right at fork of roads after passing Tarf railway station, and

Miles from Stranraer		Miles from Dumfries	
	Cross the Tarf Water. *Kirkcudbright*, 3¾ m.		cross the Tarf Water. (Left to Kirkcudbright, three and three-quarters miles, see pp. 681-682.)
			Long steepish rise to Twynholm.
50¼	Twynholm.	26¾	
			Leaving Twynholm, road bends round to right, and at first rises, but falls generally to Gatehouse of Fleet in a series of varying gradients.
	Fork of roads, keep right.		
49½	Fork of roads, keep left.	27½	Fork of roads, keep left.
47½	Minto Cottage. *Kirkcudbright*, 4½ m.	29½	Junction of roads from Kirkcudbright four and a half miles on left.
			Sharp descent to Barharrow, bending round to right.
46½	Barharrow.	30½	
	Fork of roads, keep right, *Borgue*, 3½ m.		Keep right at fork of roads. (Left to Borgue, three and a half miles.)
			Sharp bend, road falling, then rising, and again falling, followed by a level interval, and finally a steep descent into Gatehouse, with views over the lovely woods of Cally on left.
44	Gatehouse of Fleet.	33	The village stands on the stream called the Water of Fleet, which expands away to the left into a broad and shallow estuary, leading in about six miles to the Solway.

Keeping round to left in Gatehouse of Fleet, and skirting the shores of the Fleet river, the ruins of Cardoness Castle are passed on right. Across the water the beautiful park of Cally,

with its fine mansion, seat of H. G. Murray Stewart, Esq., is seen. On right, one-half mile behind Cardoness Castle, are the ivied ruins of Anwoth church. There is a Covenanter's epitaph in the churchyard. The monument, in shape of a granite obelisk prominent on the hilltop, is in memory of the Rev. Samuel Rutherford, minister of Anwoth in seventeenth century.

Miles from Stranraer	Miles from Dumfries	
Cross the Skyre Burn.		Crossing the Skyre Burn, road rises through the woods of Cardoness, and continues ascending for two miles, bearing inland across the base of Ringdow Point, and coming round to the sea at Wigtown Bay, with a rise through the woods of Ravenshall and slight descent to the Kirkdale Burn, to which we bear sharply left. The scenery is here very charming, and is rendered additionally interesting by the exploits—partly real and partly the romancing of Sir Walter Scott—of Dirk Hatteraick, whose smuggler's cave is pointed out among the several caverns that here fissure the cliffs. It is a lovely walk up the Kirkdale glen, where the "giant's grave" of one "Galgacus" is pointed out. His name is, according to legend, the origin of that of this district of Galloway. Here the gipsy camp of Meg Merrilees in *Guy Mannering* was pitched.
Cross the Kirkdale Burn.		
		The coastwise road now comes to Carsluith Castle, on its promontory, and thence descends to the burn of the same name.
Cross the Carsluith Burn.		
Cross a *stream.*		Passing Kirkbride and the extensive granite quarries, we cross a stream, and enter Creetown. Wigtown is seen across the bay,

Miles from Stranraer		Miles from Dumfries	
			which is here about two miles across.
31¾	Creetown.	45¼	Small port, at the head of Wigtown Bay.
	Cross a *stream.*		Crossing a stream on leaving Creetown, road rises a steepish hill and descends, going straight ahead for over two miles, and then passing under the railway, where avoid a road to the right.
	Cross the Lane Burn.		Rise to Blackcraig, and descent to the Lane Burn, with a final rise and fall to Newton Stewart, crossing the river Cree.
	Cross the Cree.		
25½	Newton Stewart.	51½	Pop. 2598. Small town, with several modern buildings and a statue of the Earl of Galloway, died 1873. The town takes the second part of its name from the Stewarts, Earls of Galloway. It is a place chiefly of one long street.
	Enter Wigtownshire. *Wigtown*, 7 m. *Girvan, by Bargrennan*, 30½ m.		(See pp 699-701.)
			Leaving Newton Stewart along Victoria Street and Albert Street, turn to right at the memorial fountain, and up Princes Street. Long rise, and undulating descent to the Bladenoch Water.
	Cross the Bladenoch Water.		Crossing over the stream, keep right at fork of roads. (Left to Kirkcowan, one and a half mile.)

Miles from Stranraer		Miles from Dumfries	
20½	Fork of roads, keep right. *Kirkcowan*, 1½ m.	56½	
			The road from this point on to Stranraer is of very inferior surface.
18¼	Halfway House. Junction of road from Kirkcowan, on left.	58¾	
16¼	Barlae. Cross the Tarf Water.	60¾	Crossing the Tarf Water, road descends, passing the little Barhappel Loch on left, towards Glenluce.
9¾	Glenluce. *New Luce*, 5 m. *Port William*, 13½ m.	67¼	Village near the river Luce. Keep to left at the railway bridge. (Right to New Luce, five miles.)
7¼	Whitecrook, Fork of roads, keep right. *Drummore*, 18½ m. *Portpatrick*, 12¼ m.	69½	Keep to right at fork of roads. (Left to Drummore, eighteen and a half miles.)
			(See pp. 702-703.)
7	Dunragit Railway Station.	70	Passing Dunragit railway station railway runs parallel, on right, to Castle Kennedy station.
4	Castle Kennedy Railway Station.	73	Passing the railway station the beautiful, widespreading park of Lochinch is on right, seat of the Earl of Stair. The beautiful lakes of Loch Inch and Black Loch are features of the park, in which stand also the ruins of Castle Kennedy, burnt in the reign of James VI. The old walls, rising beside Loch Inch, compose beautifully in front of the modern mansion, built 1870.

Miles from Stranraer		Miles from Dumfries	
2½	Fork of roads, keep left. *Innermessan*, 1½ m. ☞	74½	Keep left at fork of roads. (Right to Innermessan, one and a half mile.)
1¼	BRIDGE OF AIRD. *Cross the* *Aird.*	75¾	
	STRANRAER.	77	Pop. 6036. Seaport growing in favour as a ready means of communication between the South of Scotland and the North of Ireland, the passage being only about twenty-six miles. Steamships run frequently to Larne and Belfast. Stranraer harbour has the advantage of being well sheltered, situated as it is within the innermost recesses of Loch Ryan, nine miles from the open sea. Loch Ryan is really a very deeply-indented bay of an average breadth of three and a half miles. Thus sheltered, Stranraer has altogether supplanted Portpatrick, eight and a quarter miles distant, a place upon which immense sums of money have been expended, with entire loss. An ancient castle stands in midst of Stranraer.

ROUTE 203. CROCKETFORD TO NEW GALLOWAY

Miles from New Galloway		Miles from Crocketford	
16	CROCKETFORD. *Kirkcudbrightshire.*		At Crocketford, turning to the right out of the Dumfries and Castle Douglas road, rising and falling to cross-roads, keep straight on, over a narrow bridge.
14¼	Cross-roads, keep straight on.	1¾	

Miles from New Galloway		Miles from Crocketford	
	Cross a *stream.*		
	Fork of roads, keep right. *Dalbeattie,* 12 m.		Rises, and a long descent, rather winding, to Corsock Bridge. Approaching the bridge, keep right at fork of roads. (Left to Dalbeattie, twelve miles.) Then immediately to left, and cross the bridge.
	Fork of roads, keep left. CORSOCK BRIDGE.		
10½	Cross the Urr Water.	5½	
	Fork of roads, keep left. *Moniaive,* 20 m.		Road rises to fork in three-quarters of a mile, where keep left. The road on right goes to Moniaive, by Loch Urr, an arduous and inferior route.
2½	Balmaclellan.	13½	Long rise and descent to Balmaclellan, growing steep and winding at the last. Caution.
1	KEN BRIDGE. " Spalding Arms " inn.	15	
	Cross the Water of Ken.		Crossing the Water of Ken, road rises to New Galloway.
	NEW GALLOWAY.	16	(Described, p. 731.)

ROUTE 204. CASTLE DOUGLAS TO AYR

Miles from Ayr		Miles from Castle Douglas	
51	CASTLE DOUGLAS.		Leaving by the Town Clock and the "Douglas Arms," which stand

Miles from Ayr		Miles from Castle Douglas	
	Kirkcudbrightshire. (*Town Clock.*) UP†		neighbourly together, turn sharply to right at end of Douglas Street, proceed uphill, inclining left, past a Roman Catholic chapel, and over the railway, soon reaching another railway line which runs alongside the road, on the right.
48½	Greenlaw. Cross-roads, keep straight on. Turn sharp right.	2½	Passing over cross-roads, turn sharply and carefully to right, over the railway, which now runs parallel on the left into Crossmichael; some imposing-looking country-seats conspicuous right and left.
47¼	Crossmichael.	3¾	The village stands close to Loch Ken, which runs, long and narrow, for about nine miles. It is not more than half a mile wide at any point, and is in fact a broadening of the river Dee, which flows out of it down to Kirkcudbright and into the Solway Firth.
	DOWN		Road undulates and descends to Parton and its railway station.
44	Parton.	7	Here is some sweetly-pretty scenery, in the dell of the Boreland Burn and in the next two miles, as the road proceeds beside the loch, to the crossing of the Shirmers Burn.
	Cross the Shirmers Burn. UP†		
37½	KEN BRIDGE. "Spalding Arms" inn. *Dumfries*, 24½ m. *Newton Stewart*, 19¾ m.	13½	Keep straight on at cross-roads at Ken Bridge and "Spalding Arms". (See pp. 731-732.)

Miles from Ayr		Miles from Castle Douglas	
35	Dalry.	16	Hotel: Lochinvar Arms. Turn right at the "Lochinvar Arms" and then immediately to left, road rising and descending, and crossing the Water of Ken at Allangibbon Bridge, then turning to right and following an up and down road, steep in places and generally rough, with the Water of Ken running parallel on the right, finally descending to and crossing the Water of Deugh, and turning left at fork of roads, into Carsphairn. (Right to Moniaive, sixteen miles.)
	Allangibbon Bridge. Cross the Water of Ken. Cross the Water of Deugh. Fork of roads, keep left. *Moniaive*, 16 m.		
25½	Carsphairn.	25½	Road rises and crosses another bridge over the Water of Deugh, thence continuing straight ahead, up over the wild and lonely moorland, with monotonous and unlovely scenery.
	Cross the Water of Deugh.		
20	Loch Muck.	31	Passing Loch Muck, the long descent begins, winding along the stony vale of the Muck Water to Dalmellington.
	Enter Ayrshire.		
15½	Dalmellington.	35½	Hideous village amid mountainous scenery of a second-class character, very much cut up with coal-getting and iron-working, the further developments of which are seen as we descend the valley of the Doon towards Ayr. The railway runs closely parallel, right and left and then again right, all the way down to Hollybush, and the river Doon on the left.

Miles from Ayr		Miles from Castle Douglas	
12	Waterside Railway Station.	39	
10	Patna Railway Station.	41	
9	Fork of roads, keep left.	42	Keep left at fork of roads.
6¼	Hollybush Railway Station.	44¾	
	Fork of roads, keep right.		Keep right at fork of roads approaching Hollybush railway station.
5½	Fork of roads, keep right.	45½	Keep left at fork of roads.
5¼	Fork of roads, keep left.	45¾	Keep left at fork of roads.
4½	Fork of roads, keep left	46½	Keep left at fork of roads, and then presently to right (Dalrymple, two miles left; Coylton, four miles right), descending Whitehill Brae.
	Fork of roads, keep right.		
	WHITEHILL BRAE.		
			Steep descent, and then undulating, with further descents to Ayr.
	AYR. (*Town Hall.*)	51	(Described, p. 710.)

ROUTE 205. NEWTON STEWART TO GIRVAN, BY BARGRENNAN

Miles from Girvan		Miles from Newton Stewart	
30½	NEWTON STEWART. *Wigtownshire.*		Proceeding in a north-westerly direction, with the river Cree running parallel on the right,

Miles from Girvan		Miles from Newton Stewart	
			road rising, keep to right at fork of roads at Challoch. (Left to
28¼	Challoch. Fork of roads, keep right. *Girvan, by Knowe* (the "Snap" inn), 28 m.	2¼	alternative route to Girvan, by Knowe (the "Snap" inn.) Route 206.)
			Road descends through the beautiful demesne of Castle
26½	Penninghame House.	4	Stewart to Penninghame House, the river Cree still running companionably on right.
	Cross the Cree.		Cross river Cree into Bargrennan.
21½	Bargrennan: Fork of roads, keep left. *Ayr*, 35½ m.	9	Keep left at fork of roads at Bargrennan. (Right to Ayr, thirty-five and a half miles.)
	Enter Ayrshire.		Road rises lengthily, and proceeds over the lofty moors, descending in like manner to Barhill, again crossing the Cree on the way.
18½	Cross the Cree. Cross the Duisk Burn.	12	
12½	BARHILL. Junction of route from Knowe (the "Snap" inn), on left.	18	Here the route from Newton Stewart by way of Knowe (the "Snap" inn) falls in on left, entering Barhill.

Miles from Girvan		Miles from Newton Stewart	
	Cross the Duisk.		Undulating descent to Pinwherry railway station, passing the picturesque ruin of Pinwherry Castle.
8	Pinwherry Railway Station.	22½	
6¾	*Ballantrae*, 9 m.	23¾	
6	Fork of roads, keep left. *Barr*, 5½ m.	24½	Keep left at fork of roads. (Right to Barr, five and a half miles.)
4¾	Pinmore Railway Station. Fork of roads, keep left. *Old Dailly*, 7½ m.	25¾	Road rises to Pinmore railway station. Here keep to left at fork of roads. (Right to Old Dailly, seven and a half miles.)
	GIRVAN.	30½	Road rises for short distance, then descends to Girvan. (Described, p. 706.)

Route 206. NEWTON STEWART TO GIRVAN, BY KNOWE (THE "SNAP" INN)

[*This is a more picturesque route than the preceding, by Bargrennan*]

30	NEWTON STEWART. *Wigtownshire.*		Newton Stewart to fork of roads at Challoch, as p. 700.
27¾	Challoch. Fork of roads, keep left. *Bargrennan*, 6½ m.	2¼	Keep left at fork of roads. (Right to Bargrennan, six and a half miles, see p. 700.)

Miles from Girvan		Miles from Newton Stewart	
			Road rises sharply, and continues by heavy gradients for two miles, passing through the woods of Glenrazie. Thence a short descent to Loch Glassoch; at fork of roads, one mile further, keep right.
24½	Glassoch: Fork of roads, keep right.	5½	
22½	Knowe (the "Snap" inn).	7½	
	Enter Ayrshire.		Road rises and falls to Lochs Maberry (on left) and Dornal (on right).
14½	Lochton.	15½	Hamlet.
12½	BARHILL. Junction of route from Bargrennan, on right.	17½	Here the route from Newton Stewart by way of Bargrennan falls in, on right. Thence to Girvan, as pp. 700-701.
	GIRVAN.	30	

ROUTE 207. GLENLUCE TO PORTPATRICK

[*A better road is through Stranraer, pp.* 694-695.]

Miles from Portpatrick		Miles from Glenluce	
14¼	GLENLUCE. *Wigtownshire.*		Glenluce to fork of roads at Whitecrook, as p. 694.
12¼	Whitecrook: Fork of roads, keep left. *Stranraer,* 7¾ m. ☞	2	Keep left at fork. (Right to Stranraer, seven and three-quarters miles, see pp. 694-695.)
10	WHITEHILL. Fork of roads, keep right. *Drummore,* ☜ 13¾ m.	4¼	Road grows rough and hilly and narrows to Whitehill, where keep to right at fork of roads. (Left to Drummore, thirteen and three-quarters miles.) Road deteriorates, becoming

Miles from Portpatrick		Miles from Glenluce	
			rougher and almost derelict for the next three for four miles.
7	Kildrochet. Cross-roads, keep right. *Stoneykirk*, 2¼ m.	7¼	Keep to right at cross-roads. (Left to Stoneykirk, two and a quarter miles.)
	Cross the Piltanton Burn.		Crossing the Piltanton Burn, keep left at Corner House Post Office fork of roads. (Right to Stranraer, three miles.)
6	Corner House P. O. Fork of roads, keep left. *Stranraer*, 3 m.	8¼	Here a great improvement in the quality of the road is manifest.
			Road descends to Lochans, and crosses a stream.
5½	Lochans. *Cross a* *stream.*	8¾	
			Winding ascent, followed by shorter descent and rise.
3½	Colfin Railway Station.	10¾	
			Steepish winding descent to Portpatrick.
2¼	*Stranraer*, 5½ m.	12	
			Bear round to left, and past railway station to the town. Excellent hotel on top of cliff above the town. Lovely walks on the cliffs.
	PORT-PATRICK.	14¼	Small, decayed town and harbour, for which a prosperous future was anticipated early in the nineteenth century, as the port of communication between the South of Scotland and the North of Ireland, the Irish port of Donaghadee being only twenty-one

miles across the channel. The Government of that day employed Rennie to design and construct a harbour here, which was completed in 1843, and a mail-packet service was then established. The works involved a sum of £200,000, entirely wasted, as later events have proved, Portpatrick being found an exposed and difficult harbour, and Stranraer having long since taken its place. The fine park of Dunskey House, north of the town, and the ruins of Dunskey Castle, south of it, on the cliffs, are the features of the neighbourhood.

Route 208. STRANRAER TO PORTPATRICK

Miles from Portpatrick		Miles from Stranraer	
8¼	STRANRAER. *Wigtownshire.*		Leaving Stranraer past the "George" hotel, with caution, and along Church Street, turn to left under the railway and then to right, road following telegraph poles.
6	Corner House P. O. Fork of roads, keep left. *Kildrochet*, 1 m. ☞	2¼	Keep left at Corner House Post Office fork of roads. (Right to Kildrochet, one mile.)
	PORT-PATRICK.	8¼	Thence to Portpatrick, as p. 703. (Described, p 703.)

Route 209. STRANRAER TO AYR, BY KIRKOSWALD AND ALLOWAY

Miles from Ayr		Miles from Stranraer	
51¼	STRANRAER. *Wigtownshire.*		The road proceeds at once from Stranraer along the seashore, and follows it very closely for a great part of the route, which is distinctly pretty, and well worth a visit.
48½	Innermessan.	2¾	Gently undulating to Innermessan. The mound called "The Mote," near the shore, marks the ancient fortress of *Rerconium*, associated with the early history of Strathclyde.

Miles from Ayr		Miles from Stranraer	
	Fork of roads, keep left. *Craigcaffie Castle*, ¼ m. ☞		Keep to left in the village of Innermessan. Road then bends round to right. Keep left at fork. (Right to Craigcaffie Castle, quarter mile, a thirteenth century ruin. Closely following the shore, we
45	Cairn Ryan.	6¼	come to Cairn Ryan.
43	Cross the Galloway Burn. *Enter Ayrshire.*	8¼	Crossing the Galloway Burn, we enter Ayrshire, road descending to fork. Here keep to right, bearing inland, and then steeply rising.
	Fork of roads, keep right. ☞ *Finnart Bay.*		
	Gradient 1 in 16.		Ascent of Glen App, a narrow woodland glen, down upon whose picturesque course look the hills of Beneraird, 1435 feet, and Altimeg, 1270 feet, on right, and Penderry, 1015 feet, on left.
	Gradient 1 in 15.		Long, extremely winding descent, with several awkward corners, to Ballantrae, crossing the Stinchar river.
	Cross the Stinchar.		
33½	Ballantrae.	17¾	Small fishing-village near the mouth of the Stinchar. It is now by way of becoming a holiday resort. Here a small stream called the Tig flows into the Stinchar, a circumstance which originated a part of the old and now disused place-name, Kirkcudbright Innertig, *i.e.*, the "Church of St. Cuthbert at the mouth of the Tig". Here are the ruins of Ardstinchar Castle.

Miles from Ayr		Miles from Stranraer	
	Colmonell, 5¼ m. ☞		Fine level run of two miles along the shore, followed by steep ascent of Bennane Head, passing the shattered walls of the old "Craignaw" inn, with many old-time smuggling memories. The grand cliff scenery is finely seen as we proceed; while prominent out to sea, distant some nine miles, rises the great stack-like rock of Ailsa Craig, which is two miles in circumference and rises to a height of 1114 feet. It is provided with a lighthouse.
28	Carleton Fishery.	23¼	Descending from Bennane Head, the road reaches the level again at Carleton Fishery, which is a group of cottages situated at the foot of Carleton Crag. The ruined tower of Carleton Castle is on right.
27¼	Lendalfoot.	24	Small hamlet on the Lendal Water. The cliffs here are fantasically shaped, and heavily draped with luxuriant vegetation.
			The road now continuing alongside the sea, winds through the so-called Kennedy's Pass, which is a cutting in the rocky foreshore; scattered rocks and reefs descending on left to the sea, and lofty cliffs rising up above the road on the right. Road continues easily to Girvan.
24¼	Ardwell. Fork of roads, keep left. Junction of road from Pinmore, 4¾ m. ☞	27	Keep to left at fork of roads, entering the town of Girvan. Junction of road from Pinmore, four and three-quarters miles right.
20¾	Girvan.	30½	Pop. 4024. Fishing port, harbour, and holiday resort at mouth of the little Girvan Water,

Miles from Ayr		Miles from Stranraer	
			which here has lost that torrent-like rush of its upper course whence the name, meaning "rapid river," derives. Views in the harbour, including the quaint tower and spirelet of the parish church, are very picturesque.
	Fork of roads, keep left. *Straiton*, 13 m. ☞ Cross the Girvan Water. Fork of roads, keep left. *Maybole, by Dailly* *Railway Station*, 13 m. ☞		Leaving Girvan past the railway station, keep left at fork. (Right to Straiton, thirteen miles. Then at next fork, after crossing the Girvan Water, again to left. (Right to Maybole, thirteen miles.)
			The road now again resumes the shore, whose shingly beach, with sands exposed at low water, affords few outstanding features in the next few miles.
15¾	Milton : Fork of roads, keep right. *Ayr, by the coast*, 🚲 17½ m.	35½	Keep right at fork of roads, the route from this point proceeding inland. (Left to Ayr by the coast, seventeen and a half miles, see pp. 710-712.) Lengthy rise up to and through Kirkoswald.
13	Kirkoswald.	38¼	The district more intimately associated with Robert Burns, the poet, and known familiarly as the "Burns Country," is here entered. The old church is in ruins. In the churchyard the tombstones of Douglas Graham and John Davidson are pointed out : the first supposed to be the original of Burns' "Tam o' Shanter," and the second his "Souter Johnny".

Miles from Ayr		Miles from Stranraer	
	Fork of roads, keep left.		Leaving Kirkoswald, do not take the first road to left, but the second.
10½	*Crossraguel Abbey.* ☞	40¾	To the right of the road are the fine and rather extensive ruins of the Cluniac Abbey of Crossraguel, founded 1244, by Duncan, Earl of Carrick, and afterwards greatly enriched by pious donors, who mostly gave of their riches by way of what has aptly been termed "fire insurance," hoping to buy off the wrath of God by compounding in this fashion for their sins. The monks of Crossraguel became in their turn rich and powerful landlords, not a little grasping, and well hated for it. It is thus, perhaps, entirely consistent that the abbey ruins should disclose buildings which partake in almost equal parts of church and baronial fortress, the tower rising prominently here having been the abbot's residence. The abbey church is a roofless ruin, but the chapter-house remains almost perfect.
8½	Maybole.	42¾	Pop. 6904. The industries of Maybole are boot and shoe making and the manufacture of agricultural implements. The so-called "John Knox House" was the residence of the old provosts of Maybole. In it, 1561, Knox held a public disputation with the last Abbot of Crossraguel on the vexed subject of the Romish mass. The house afterwards became an inn. Maybole, anciently styled the "capital of Carrick," was a residence of the Kennedys, the all-powerful lords of the district. Their old castle, rebuilt by them, 1561, is a very picturesque tower, flanked with bartizan turrets capped with conical roofs. It now forms a residence for the Marquis of Ailsa's factor. The old Tolbooth is a picturesque feature.
	Fork of roads, keep left. *Coylton*, 11 m. ☞ *Girvan, by Dailly Railway Station*, 13 m. ☞		Leaving Maybole by Whitehall Street and High Street, and past the Post Office, keep to left at fork of roads at the church and the Castle. Then, bearing right, keep to left at next fork.

Miles from Ayr		Miles from Strranaer	
			Crossing the railway, road repeatedly rises and falls to Culroy.
			Road rises and then descends, finally steep and winding, to
5½	Culroy.	45¾	Bridge of Doon.
	D		
2¾	Bridge of Doon. Cross the Doon.	48½	Here we come to perhaps the most famous of the Burns landmarks, the "Auld Brig o' Doon," which spans the river to Alloway Kirk, below the new bridge. The old bridge, of one graceful semi-circular arch, has happily been

preserved for the satisfaction of those who delight in the poem which tells of Tam o' Shanter's midnight ride past Alloway Kirk when the witches' Sabbath was in full swing. It should, however, be well borne in mind that the road and the well-kept surrounding suburban neatness and walled-in privacy, are very different from the aspect this spot wore in Burns' time. The old haunted church of Alloway stood in what was then a lonely situation, and the town of Ayr had not yet begun to expand in residential villadom. The Burns Monument looks proudly down upon the scene, on the right, from its knoll. It is a circular temple-like structure, supported on a peristyle of Corinthian columns, and was completed in 1820, at a cost of £3350. It contains a museum of Burns relics, and in the garden below are effigies representing Tam o' Shanter and Souter Johnnie.

Alloway old kirk is, and long has been, a roofless shell. It still looks picturesque, chiefly by reason of the little bellcote which crests the gable. The poet's father lies in the kirkyard.

Half a mile onwards, as we proceed to Ayr, in company with the electric tramway which sadly modernises the spot, the humble clay-lump and thatched cottage which was the birthplace of Robert Burns, 25th January, 1759, is seen on the left. It was built by the poet's father with his own hands, and remains very much what it was then. In after years it became an inn, but was eventually purchased by the Trustees of the Burns Monument in 1881, who demolished all additions and restored it to its original state. It is furnished in the old way, and with much of the genuine furniture owned by the poet's

parents, together with relics of the poet himself. Admission to the cottage and to the adjoining museum, 2d.

Miles from Ayr		Miles from Stranraer	
	AYR. (*Town Hall.*)	51¼	Pop. 36,229. Modern bustle and pushfulness inform the old town of Ayr with a touch other than literary, and the streets are far different in appearance from what they were in Burns' time. It is a seaport, with extensive harbour accommodation. The chief feature of the High Street is the Wallace Tower, a building of dubious Gothic, erected 1832. If its design is suspect, there is at anyrate no doubt at all about the prominence of the structure, which rises to 133 feet.

It is supposed to stand upon the site of the old Tolbooth, in which the hero, Wallace, was imprisoned. The modern municipal pride of Ayr is, however best seen in Wellington Square, in which the county buildings of Ayrshire are placed. Statues of the Earl of Eglinton, and of General Neill, who was killed at the relief of Lucknow, 1857, decorate the open space, together with a Boer War memorial. The Town Hall stands at the corner of High Street and Sandgate.

But the land-mark for which the tourist will chiefly look is the "Auld Brig," by far the oldest of the five bridges that span the river. It dates from the thirteenth century and is a venerable-looking, narrow structure of five arches. After becoming on several occasions very decrepit, and finally being condemned, it has recently been restored and placed in a sound condition; chiefly, be it said, because of its association with Burns, whose poem on it is familiar. But it is now used only for pedestrian traffic.

Hotel: Station. Motor repairs: Ayr County Motor Co. (garage).

Route 210. GIRVAN TO AYR, BY THE COAST

Miles from Ayr		Miles from Girvan	
22½	GIRVAN. *Ayrshire.*		Girvan to fork of roads at Milton, as pp. 706-707.
17½	Milton: Fork of roads, keep left. *Maybole,* 7¼ m.	5	Keep left at fork of roads. (Right to Maybole, seven and a quarter miles, see pp. 707-708.) Road undulates across the head-

Miles from Ayr		Miles from Girvan	
			land on which Turnberry Castle is situated. The castle is three-quarters mile, and is merely a shell of broken masonry. It was the chief stronghold of the Earls of Carrick in twelfth and thirteenth centuries. Adjoining it is the lighthouse.
15½	Maidens.	7	Maidens is a fishing village on Maidenhead Bay. The "Maidens" are two rocky islets.
			Here, trending again inland, the road rises stiffly past the demesne of Culzean Castle, a modern castellated residence, built 1777, seat of the Marquis of Ailsa, which overlooks the sea away to the left. It is not approachable by the stranger, and can be seen only from the sea.
11¼	Fork of roads, keep left. *Maybole*, 2 m.	11¼	The woodland road up which we come is very beautiful. Where the woods end, keep very sharply to left at fork of roads. (Right to Maybole, two miles.)
	Cross a *stream.*		Descent to a stream, with undulations beyond, followed by steep winding descent towards the sea.
	D		
8	Fork of roads, keep left.	14½	Keep sharply to left, and cross the railway for Dunure Castle, leaving the broad road.
7	Dunure	15½	Village and castle ruin overlooking the sea. The small harbour was cut out of the rock in 1811.
6¼	Dunure Railway station. Junction of roads.	16¼	Here the main route is rejoined.
			Descent to Lagg, a wayside hamlet, and through it down to

Miles from Ayr		Miles from Girvan	
5¼	Lagg.	17¼	river Doon, passing on the way the headland called the Heads of Ayr, three-quarters mile left. Greenan Castle is also about three-quarters mile left, near the foot of the descent towards river Doon.
2	Cross the Doon.	20½	
	AYR. (*Town Hall.*)	22½	(Described, p. 710.)

Route 211. AYR TO TARBOLTON AND MAUCHLINE

Miles from Mauchline		Miles from Ayr	
12½	AYR. *Ayrshire.* (*Town Hall.*)		Ayr to fork of roads at five and a half miles, as p. 713.
7	Fork of roads, keep right.	5½	
5¼	Tarbolton.	7¼	The place-name is considered to derive from "Tor-Bal-teine," the hill on right as the road leaves for Mauchline. It was the "beltane-hill"—the hill of the god Baal—of early fire-worshipping peoples. A popular bonfire celebration still takes place in June, on the Eve of St. John. Tarbolton has many Burns associations.
	Cross the Fail Water. Cross-roads, keep straight on.		Here is Tarbolton Mill, the "Willie's Mill" of *Death and Dr. Hornbook.* "Willie" was William Muir, a friend of Burns.
			Stiffish rise to crossing over railway tunnel, then descent to Mauchline, past the farmhouse of Mossgiel, associated with Burns, and

Miles from Mauchline		Mile from Ayr	
			then past the Burns Monument into Mauchline.
	MAUCHLINE.	12½	(Described, p. 669.)

Route 212. AYR TO GALSTON

Miles from Galston		Miles from Ayr	
14¾	AYR. *Ayrshire.* (*Town Hall.*) New Bridge. Cross the Ayr.		Crossing river Ayr at New Bridge, turn to right along River Street, bearing left into George Street; congested district of narrow streets.
13	Whitletts. Fork of roads, keep left *Mauchline,* 9¼ m.	1¾	Keep left at fork of roads at Whitletts. (Right to Mauchline, nine and a quarter miles, see pp. 714-715.)
11	Sandyford: Cross-roads, keep straight on. 	3¾	Keep straight on, over cross-roads. Rise and descent, followed by long rise.
9¼	Fork of roads, keep left. *Tarbolton,* 1¾ m.	5½	Keep left at fork of roads. (Right to Tarbolton, one and three-quarters mile, see p. 712.)
			Road descends past Fail Monastery, and rises to fork of roads,
7½	Fail. Fork of roads, keep right. *Bogend,* 2½ m.	7¼	where keep right. (Left to Bogend, two and a half miles.) According to the poet:— "*The monks of Fail drank berry-brown ale,* *The best that e'er was tasted*".
4	Fork of 5 roads. Take 3rd road from right.	10¾	Road undulates. Avoid all turnings right and left to fork of five roads, where take third road from

Miles from Galston		Miles from Ayr	
			right, and descend to the Cessnock Water.
	Cross the Cessnock Water.		
2¾	Cross-roads, keep straight on.	12¼	
	Mauchline, 5 m. ☞ *Kilmarnock*, 🚂 3¾ m.		(See pp. 669-670.)
	GALSTON.	14¾	

Route 213. AYR TO LANARK

Miles from Lanark		Miles from Ayr	
46½	AYR. *Ayrshire.* (*Town Hall.*) New Bridge. Cross the Ayr.		Cross the river Ayr, and thence to right, along River Street, thence bearing left into George Street: congested district of narrow streets.
44¾	Whitletts.	1¾	
	Fork of roads, keep right. *Tarbolton*, 🚂 5¼ m.		Keep right at fork of roads in Whitletts. (Left to Tarbolton, five and a quarter miles.)
43¾	🚂 *St. Quivox.*	2¾	The place-name derives from dedication of the church to St. Kevoch. The road goes pleasantly past the woods of Auchencruive on right.
41	Annbank Railway Station.	5½	
			Road rises and descends to the pretty glen at Failford in which

Miles from Lanark		Miles from Ayr	
37½	Failford. Cross a tributary of the	9	runs the infant Ayr, thence rising towards Mauchline.
	Ayr.		
35½	Mauchline. *New Cumnock*, 12 m. *Kilmarnock*, 8¾ m.	11	(Described, p. 669.) (See pp. 667-670.)
			Smart rise out of Mauchline, followed by descent to Sorn.
31½	Sorn.	15	Village in a deep and richly-wooded hollow on the river Ayr. On right, approaching the village, is an old castle, remodelled as a residence.
			Road rises smartly up the brae of Dalgain to the wild, unenclosed moorlands, coming again to the Ayr at Limmerhaugh Brae, then
24	Wellwood Toll. Junction of road from Old Cumnock, on right.	22½	descending to Wellwood Toll. Here the road from Old Cumnock (eight miles) falls in on right.
22	Muirkirk.	24½	Pop. 4982. Town on the lofty moors, 720 feet above the sea, and four miles from the source of the river Ayr. The "muir kirk" in which the place originated was built 1650. The town is now a great ironworking centre. The ironworking firm of Baird & Co. was founded 1787. Here much coal is raised, and limestone is extensively quarried. To the right rises the heights of Cairntable, 1944, and Priesthill, 1615 feet, to left. On Priesthill Farm, two miles north-east, is a monument

Miles from Lanark		Miles from Ayr	
			to John Brown, a Covenanter, who was shot by Claverhouse, 1st May, 1685, before the eyes of his wife and children.
	Strathaven, 12 m. ☞		Road rises gradually from Muirkirk, across Aird's Moss, amid coalpits and ironstone excavations. Here, 1680, in the course of a fight between the Covenanters and the dragoons, the foremost of the Covenanters, the founder of the "Cameronians," was slain.
19½	Fork of roads, keep right.	27	Keep to right at fork. The railway runs on right.
18	Glenbuck.	28½	Close by is the source of the river Ayr. The village is surrounded by coal-pits and iron-mines. Here also is a reservoir.
	Enter Lanarkshire.		Road begins an easy descent. Railway closely neighbours it as far as Inches railway station, and then goes off to left.
15¾	Inches Railway Station. Cross the Douglas Water.	30¾	
12	Douglas.	34½	Picturesque little town, situated in the beautifully-wooded valley of the Douglas Water.
9¾	Douglas Mill. Junction of road from Abington, on right.	36¾	Here the road from Abington (nine miles) falls in on right.
9½	Fork of roads, keep right.	37	Proceeding along the Glasgow road for something less than a quarter mile keep to right at fork of roads. On left is the imposing entrance to the park of Douglas Castle (Earl of Home).

Miles from Lanark		Miles from Ayr	
	Hamilton, ☞ 16¾ m.		(See pp. 71-72.)
			Road ascends to Rigside. Keep to right at fork on the way.
	Fork of roads, keep right.		
8	Rigside.	38½	
7¼	Oblique cross-roads, keep right. Keep sharp left.	39¼	Keep right at oblique cross-roads, and avoid all roads right and left until coming to turning for Hyndford Bridge, where keep sharp to left.
	Abington, 14½ m. ☞		(See pp. 757-758.)
2¾	HYNDFORD BRIDGE. Cross the	43¾	
	Clyde.		
			Short rise from the bridge, keeping left at fork of roads.
	Fork of roads, keep left.		
	LANARK.	46½	(Described, p. 759.)

ROUTE 214. AYR TO GLASGOW

Miles from Glasgow		Miles from Ayr	
32¾	AYR. *Ayrshire.* (*Town Hall.*) NEW BRIDGE. Cross the		Crossing river Ayr by New Bridge, and along Main Street and New Road, keep straight on to Prestwick.
	Ayr.		
30¼	Prestwick.	2½	(Described, p. 718.)
28¾	Monkton.	4	
	Fork of roads, keep right. *Ardrossan,* ☞ 16 m.		Keep right at fork of roads in Monkton. (Left to Ardrossan, sixteen miles, see pp. 718-720.)

Miles from Glasgow		Miles from Ayr	
25¼	Bogend cross-roads, keep straight on.	7½	Road goes perfectly straight, up a long incline, to Bogend cross-roads, where keep straight on. Long run down to Riccarton.
22	Riccarton.	10¾	Suburb of Kilmarnock. Coal-mining surroundings.
	Cross the Irvine.		
21	Kilmarnock.	11¾	(Described, p. 670.) Thence to Glasgow, as pp. 670-672.
	GLASGOW. (*George Square.*)	32¾	

Route 215. AYR TO ARDROSSAN AND GLASGOW

72	AYR. *Ayrshire.* (*Town Hall.*) New Bridge. Cross the Ayr.		Crossing river Ayr at New Bridge, and along Main Street and New Road, Prestwick is reached in two and a half miles.
69½	Prestwick.	2½	Pop. 2766. Seaside extension of Ayr. The sands here are fine and extensive. Here are good golf links. Prestwick is, however, an ancient place, and was an old market-town. The ancient cross still stands in the street, on a base of four steps. The actual cross on the top of the shaft is, however, replaced by a ball. The old church is in ruins.
68	Monkton. Fork of roads, keep left. *Kilmarnock,* 7¾ m. ☞	4	Keep left at fork of roads in Monkton. (Right to Kilmarnock, seven and three-quarters miles, see pp. 717-718.)

Miles from Glasgow		Miles from Ayr	
			Moderate rise and fall.
65¾	Loans.	6¼	Small village, with many surviving memories of old smuggling days.
	Kilmarnock, 8½ m. 🚂 *Troon*, ⛳ 2 m.		(See p. 728.)
60½	Irvine. Cross the Irvine.	11½	Pop. 9618. Busy ironworking and coal-mining centre on the river Irvine, about two miles from the sea. Chemical works in the town.
	Fork of roads, keep left. *Kilmarnock*, 7 m. 🚂 *Glasgow*, 26 m. 🚂		Crossing the river keep left at fork of roads. (Right to Kilmarnock, 7 miles, and to Glasgow, twenty-six miles.)
			Straight ahead, level road, to Kilwinning, past Eglinton Castle, the beautiful seat of the Earl of Eglinton, on right. The house is a castellated mansion, built 1798, situated in a wide-spreading deer-park.
			Away on the left is the Bogside race-course, and beyond it are the dreary sandy wastes of Ardeer, extending to the sea, amid which are the dynamite factories of Messrs. Nobel.
57½	Kilwinning.	14½	Pop. 4440. Town of woollen factories, shawl and muslin-weaving, etc. Ironworks, coal-mines, dynamite factories, and fireclay works surround it.
	Cross the Garnock. *Glasgow*, 25 m. 🚂		Keep to left through the town, crossing the river Garnock.

Miles from Glasgow		Miles from Ayr	
	Paisley, 22 m. ☞		(See pp. 747-748.)
			Road runs easily to Stevenston, but amid dreary surroundings.
54¾	Stevenston.	17¼	Pop. 6552. The town is largely dependent upon the neighbouring dynamite works of Messrs. Nobel, at Ardeer, and upon the coal-mining, ironworking, brick and fireclay works of the surrounding district.
	Cross-roads, keep straight on. *Ardrossan direct*, 2½ m.		Keep straight on at cross-roads in Stevenston. (Ardrossan direct, avoiding Saltcoats, two and a half miles.)
53½	Saltcoats.	18½	Pop. 8585. Curious, old-world seaport, with picturesque harbour and narrow, cobbled streets. In the winter it reverts to the condition of a fisher-village, and in summer it becomes something of a holiday resort. The road closely follows round the shores of the bay to Ardrossan.
52	Ardrossan.	20	Pop. 6077. Growing seaport town and holiday resort, on a projecting headland; more modern and less picturesque than Saltcoats. The harbour is one of the safest on the west coast, and much capital has been expended upon improving it.
			Leaving Ardrossan, the road continues along the shore. (Right to Dalry, 6 miles,)
	Dalry, 6 m. ☞		
49	Fork of roads, keep left. *West Kilbride*, 1 m. ☞	23	Keep to left at fork of roads. (Right to West Kilbride, one mile.)
			Pop. 2315. Small town in agricultural district, largely devoted to growing of early potatoes.
48¼	Sea Mill.	23¾	Seashore developments of West Kilbride here.

Miles from Glasgow		Miles from Ayr	
	Cross a *stream.*		Crossing a stream, road goes undulating inland, Farland Head projecting one and a half miles on left, to Fence Bay and Fairlie. Here the Firth of Clyde narrows down to one and a half miles wide.
	Cross the Fairlie Burn.		Crossing the Fairlie Burn, amid highly picturesque surroundings, the charming little watering-place and yachting station is reached.
43	Fairlie.	29	Here are some of the most famous yacht-building yards in the United Kingdom. The tide here ebbs to about one mile. A beautiful feature of the place is Kelburne Park, seat of the Earl of Glasgow. It stretches along the road for over two miles, rich in fine trees, and thus, amid the pleasantest circumstances, brings the traveller to Largs, into which we come across the Gogo Water.
	Cross the Gogo Water.		
40	Largs.	32	Pop. 3246. Charming seaside place on Largs Bay. The climate here is of a remarkable mildness.
	Cross the Noddle Burn.		Cross the Noddle Burn and past the luxuriant woods of Quarter, and thence over the Skelmorlie Water. Knock Castle and Skelmorlie Castle are passed on the way.
	Cross the Skelmorlie Water.		
35½	Skelmorlie.	36½	Pop. 1096. Modern seaside resort. In the Clyde channel is the Admiralty "measured mile" for testing new vessels.
34½	Springbank.	37½	
	Cross the Kelly Burn.		

Miles from Glasgow		Miles from Ayr	
	Enter Renfrewshire.		
33¾	Wemyss Bay.	38¼	Modern seaside resort. Here the road cuts inland, across the base of the promontory, rising and descending, steep and winding in places, to Inverkip.
31¼	Inverkip.	40¾	Village finely situated at the head of a little inlet, sharply notched into the coast. Down the glen runs the Burn called the Kip. John Galt, Scottish novelist, died 1839, lies in the churchyard. The noble park of Ardgowan is prominent on the left as we proceed through Inverkip. It is one of the finest demesnes along the Clyde.
	Cross the Kip.		
			Rise to fork of roads. Keep to left. (Right to Greenock, by Ravenscraig, five miles.)
30½	Fork of roads, keep left. *Greenock, by Ravenscraig*, 5 m. ☞	41½	
			Road rising and descending easily, comes again to the sea at Cloch Point and lighthouse.
28½	Cloch Point.	43½	
26¼	Ashton.	45¾	Suburb of Gourock.
25¾	Gourock.	46¼	Seaport and yachting harbour on the Firth of Clyde. This forms the terminus of the most popular and crowded steamboat excursions from Glasgow. The bay is sheltered, and the shore commands splendid views across the two-mile broad channel to Kilcreggan and Roseneath.
			Skirting round Gourock Bay, and through the handsome western residential suburbs of Greenock,

Miles from Glasgow		Miles from Ayr	
			we come to that busy town and port.
22½	Greenock.	49½	Pop. 65,000. Extensive dock and shipping interests, together with numerous manufacturing industries. The streets are mostly narrow and crowded, and the electric tramways are a great source of congestion. The views along the busy waterside are of a magnificent description, the estuary of the Clyde being in fact one of the most beautiful in the world. The town, including Port Glasgow, extends some four miles along the road. The Municipal Buildings, with lofty tower, built 1886, are fine. The Watt Monument, in Union Street, commemorates the birth of the inventor at Greenock in 1736.
18½	Port Glasgow.	53½	Port Glasgow originated in 1668, in times when the Clyde was not navigable for any considerable vessels beyond this point. But the continued energy and enterprise of Glasgow have long since deepened the channel, and the immensely larger ships of to-day proceed all the way up to Glasgow's quays.
	Paisley, 14¾ m.		(See pp. 746-747.)
			Newark Castle stands by the shore on leaving Port Glasgow. Then, passing Finlaystoun House, with splendid views away to the left across the Clyde to Dumbarton and its castled crag, we pass
14	Langbank Railway Station.	58	Langbank railway station and West Ferry.
13¾	West Ferry.	58¼	From West Ferry, the road turns inland to Bishopton.
11¾	Bishopton. Fork of roads, keep right.	60¼	Keep right at Bishopton fork of roads.
9	Red Smithy. Cross-roads, keep straight on.	63	Keep straight on at Red Smithy cross-roads. (Left to Erskine

Miles from Glasgow		Miles from Ayr	
	Erskine Ferry, 2½ m. *Paisley*, 3½ m. Cross the White Cart Water.		Ferry, two and a half miles; right to Paisley, three and a half miles.) Cross the swing bridge over the White Cart Water into Renfrew.
6¼	Renfrew.	65¾	Pop. 7000. Shipbuilding and engineering works are now the chief features of Renfrew, with docks everywhere encroaching. On the left is the park of Blythswood, and further on, after leaving the town, Elderslie.
2¾	Govan. GLASGOW BRIDGE. Cross the Clyde.	69¼	Great and prosperous shipbuilding and dockyard town, with many other vast industries. Electric tramways into Glasgow. The road is badly paved and crowded with heavy traffic. Passing the Fairfield shipbuilding yards on left, and the Elder Park on right, the road bends round to right, past the docks, and then winds round to left and right. Continuing along Maxwellton Place, past the Kingston Dock, and then along King Street, turn left and cross the Clyde at Glasgow Bridge. Straight on, having crossed the bridge, along Jamaica Street, and to right into Argyle Street, then left into Buchanan Street, and finally right into St. Vincent Place and George Square.
	GLASGOW. (*George Square.*)	72	(Described, pp. 74-76.)

Route 216. IRVINE TO GLASGOW

Miles from Glasgow		Miles from Irvine	
26	IRVINE. *Ayrshire.* (*High Street.*)		Proceeding to the Caledonian railway station, and past the gas-works, keep left at fork of roads
24	Fork of roads, keep left.	2	in two miles.
23¼	Fork of roads, keep right.	2¾	Keep right at next fork of roads, road rising and descending easily past "Tour" inn at cross-roads in one and a half mile, and thence
21¾	Tour inn: Cross-roads, keep straight on.	4¼	gently down along the valley of the Lugton Water, over the cross-roads at Burnhouse, to Lugton Bridge.
17½	Burnhouse. Cross-roads, keep straight on.	8½	
	Kilmarnock, 10 m. *Beith*, 3½ m.		(See p. 729.)
15	Lugton Railway Station.	11	Thence to Glasgow, as Route 217.
	GLASGOW. (*George Square.*)	26	

Route 217. KILMARNOCK TO GLASGOW, BY BARRHEAD

Miles from Glasgow		Miles from Kilmarnock	
25½	KILMARNOCK. *Ayrshire.* (*The Cross.*)		Leaving the town by Portland Street, keep to left when over the railway bridge, and then right, road rising.
	Fork of roads, keep left.		Keep left at fork of roads, descending to Kilmaurs.
23	Kilmaurs.	2½	Pop. 1803. Boot and shoe-

Miles from Glasgow		Miles from Kilmarnock	
			making and hosiery town. Formerly of considerable repute for its cutlery, whence the local expression for acuteness was to be as "gleg as a Kilmaurs whittle". The Town Hall is an exceedingly quaint building, with a church-like steeple.
	Fork of roads, keep right.		Road rises to fork, where keep right.
	Cross the Aunick Water.		Smart rise towards Stewarton, then easy.
20	Stewarton.	5½	Pop. 2858. Industrial town, manufacturing carpets, cotton-spindles, woollen goods, and clockwork.
	Junction of road, on left from Irvine.		Numerous roads meet and branch off at Stewarton. Proceed to the railway station, road rising to junction of road on left from Irvine, which is immediately followed by fork of roads, at which keep left.
18½	Fork of roads, keep left.	7	
			Descend to Dunlop.
17½	Dunlop,	8	Village in an agricultural district. The Dunlop cheeses have a great reputation in Scotland, and the Ayrshire bacon of this locality is equally esteemed.
	Beith, 5½ m.		
15	Lugton Railway Station.	10½	
	Fork of roads, keep right. *Beith*, 4½ m.		Keep right at fork of roads at Lugton railway station. (Left to Beith, four and a quarter miles.)

Miles from Glasgow		Miles from Kilmarnock	
	Enter Lanarkshire.		
12½	Caldwell Railway Station.	13	
10	Neilston Railway Station.	15½	
7¾	Barrhead.	17¾	Industrial town on the Levern Water. On the left rise the Fereneze Hills.
	Cross the Levern Water. Keep right.		Crossing the Levern Water keep to right to the railway station.
7¼	Keep left.	18¼	Take road to left, running level
6¼	Hurlet.	19¼	to Hurlet.
	Cross-roads: keep straight on.		Keep straight on, over Hurlet cross-roads.
	Busby, 5 m.		(See pp. 734-735.)
	Paisley, 3 m.		
3½	Pollokshaws. Cross the White Cart Water.	22	Glasgow electric tramways begin.
2¾	Shawlands. Junction of road from Fenwick, on right.	22¾	Here the road from Fenwick falls in on right.
	Glasgow Bridge.		Glasgow is reached through Crossmyloof and Queen's Park, Strathbungo. At fork keep to left, along Eglinton Street, to Glasgow Bridge. Electric trams all the way.
	Cross the Clyde.		Crossing the bridge, keep straight on, along Jamaica Street, and to the right into Argyle Street, and then left into Buchanan

Miles from Glasgow		Miles from Kilmarnock	
			Street, and finally to right into St. Vincent Place and George Square.
	GLASGOW. (*George Square.*)	25½	(Glasgow described, pp. 74-76.)

Route 218. KILMARNOCK TO TROON

Miles from Troon		Miles from Kilmarnock	
10½	KIL-MARNOCK. *Ayrshire.* (*The Cross.*)		Leaving the town by the open space called "The Cross," and into King Street, turn right into St. Marnock Street and left into Dundonald Road.
	Fork of roads, keep right.		Thence keep right at fork of roads, rising over the railway bridge, and then to left.
7¾	Gatehead. LEVEL CROSSING. Cross the Irvine.	2¾	
6¼	Fork of roads, keep left.	4¼	Keep left at fork of roads.
4¾	Cross-roads, keep right. ☜ *Dundonald.*	5¾	Keep right at cross-roads, just avoiding the village of Dundonald, and at next fork in about one-half
4¼	Fork of roads, keep left.	6¼	mile keep left, passing the woods of Auchans Castle.
3	Cross-roads, keep left. *Irvine,* 4¼ m. ☞	7½	In a further one and a quarter mile keep left at cross-roads. (Right to Irvine, four and a quarter miles, see p. 719.)
2	Loans. Cross-roads, keep right. *Ayr,* 6¼ m. straight on.	8½	(Described, p. 719.) Keep right at cross-roads. (Straight on to Ayr, six and a quarter miles, see pp. 718-719.)

Miles from Troon		Miles from Kilmarnock	
1	Troon Railway Station.	9½	
	TROON.	10½	Pop. 4764. Seaport and holiday resort on the sharply projecting headland forming the southern horn of Irvine or Troon Bay. The sands are particularly good. Here are harbour and docks.

Route 219. KILMARNOCK TO BEITH

Miles from Beith		Miles from Kilmarnock	
13½	KIL-MARNOCK. *Ayrshire.* (*The Cross.*)		Kilmarnock to Dunlop, as pp. 725-726.
5½	Dunlop.	8	
	Fork of roads, keep left. *Barrhead*, 9¾ m.		Keep left at fork of roads at railway station. (Right to Barrhead, nine and three-quarters miles, see pp. 725-727.)
			Road descends, winding extravagantly, and crosses the Lugton Water, thence rising to Burnhouse.
	Cross the Lugton Water.		
3½	Burnhouse.	10	
	Cross-roads, keep straight on. *Irvine*, 8½ m. *Barrhead*, 9¾ m.		Keep straight on, over cross-roads. (See pp. 725, and 726-727.)
2¼	Barrmill. Keep straight on.	11¼	Keep straight on, past the railways and the linen thread factory of Barrmill.
	BEITH.	13½	(Described, p. 742.)

Route 220. THORNHILL TO NEW GALLOWAY AND NEWTON STEWART

Miles from Newton Stewart		Miles from Thornhill	
39¼	THORNHILL. *Dumfriesshire.* Cross the Nith.		Leaving Thornhill in a south-westerly direction, road descends steeply to river Nith.
38¼	Burnhead.	1	
37	Penpont. Cross the Scarr Water.	2¼	Old-fashioned village, pleasantly situated on the Scarr Water, which is crossed after leaving.
36¼	Fork of roads, keep straight on. Cross the Shinnel Water.	3	Keep straight on at fork of roads; rising. Crossing the Shinnel Water, road rises lengthily, and then descends.
31¼	Moniaive. Cross the Cargen.	8	Keeping straight on from Moniaive the road rises generally, and descends.
21¾	Bogue Farm. keep left. *Dalry*, 1½ m., straight on.	17½	Keep to left at Bogue Farm. (Dalry, one and a half mile straight on.)

Miles from Newton Stewart		Miles from Thornhill	
			Steep rise and long descent.
20¼	Fork of roads, keep right.	19	Keep right at fork of roads.
19¾	KEN BRIDGE: "Spalding Arms" inn. Cross-roads, keep straight on.	19½	Keep straight on at cross-roads.
	Castle Douglas, 13½ m. *Dalry*, 2½ m.		(See pp. 696-698.)
	Cross the		Crossing the Water of Ken, keep right at fork of roads, ascending to New Galloway.
	Water of Ken. Fork of roads, keep right.		
18¼	New Galloway.	21	Small, decayed town, "new" only in name. Its population (about 400) is that of a small village.
	Kells church, ½ m.		A curious tombstone to a gamekeeper is to be seen in the churchyard of Kells. It is in memory of John Murray, who died at Kenmure, 3rd January, 1777, aged sixty-one. It is sculptured with representations of dog and partridge, powder-flask and gun, and bears the following poetic tribute:—

> "*Ah! John, what changes since I saw thee last—*
> *Thy fishing and thy shooting days are past;*
> *Bagpipes and hautboys thou canst sound no more,*
> *Thy nods, grimaces, winks, and pranks, are o'er:*
> *Thy harmless, queerish, incoherent talk,*
> *Thy wild vivacity and trudging walk*
> *Will soon be quite forgot; thy joys on earth,*
> *Thy snuff and glass, riddles, and noisy mirth*
> *Are vanished all—yet blessed I hope thou art,*
> *For in thy station thou hast played thy part.*"

Miles from Newton Stewart		Miles from Thornhill	
			Leaving New Galloway past the "Kenmure Arms," and straight ahead, up a sharp pitch, the road then rises continuously for four miles, and becomes rough and undulating, finally descending past
12¼	Clatteringshaws.	27	the lonely farm of Clatteringshaws to the river Dee.
	Cross the Dee.		
			Road rises steeply from the river Dee. Nasty loose surface. Then a long descent, winding freely, past
7	Talnotry.	32¼	Craigdew to Talnotry.
			Rise and fall, followed by a level mile, and a rise of nearly the same length.
4¼	Fork of roads, keep right.	35	Keep right at fork of roads.
			Lengthy descent.
1¼	Junction of road from Gatehouse of Fleet, on left. Sharp turn to right. Cross the Cree.	38	Sharp turn to right at junction of road from Gatehouse of Fleet.
	NEWTON STEWART.	39¼	(Described, p. 693.)

Route 221. DUMFRIES TO MONIAIVE

Miles from Moniaive		Miles from Dumfries	
17½	DUMFRIES. *Dumfriesshire.* (*High Street.*)		Proceeding from Dumfries to fork of roads at Friar's Carse, as pp. 662-664, turn left. (Right to

Miles from Moniaive		Miles from Dumfries	
11¼	Friar's Carse.	6¼	Thornhill, eight and a quarter miles, see pp. 664-665.)
	Fork of roads, keep left. *Thornhill*, 8¼ m.		
	Fork of roads, keep left.		
			Road rises easily. Keep to left at next fork, easy ascent continued, and then to right on approaching Dunscore.
	Fork of roads, keep right.		
7½	Dunscore.	10	
			Sharp descent from Dunscore, followed by rise and fall, and rise into the hamlet of Crossford, the Cairn Water running on left.
3¾	Crossford.	13¾	Hamlet on the Cairn Water.
3	Fork of roads, keep left. *Penpont*, 4¼ m.	14½	Keep left at fork of roads. (Right to Penpont, four and a quarter miles.)
			Maxwellton House is on right as we continue to Glencairn. The scenery here, along the Cairn Water, is that of the ballad, "Annie Laurie," beginning,
			"Maxwellton's braes are bonnie".
			They are, indeed. The verses were remodelled, to suit modern taste, by Lady John Scott, 1835, from the original, written by William Douglas of Fingland, *c.* 1700, in praise of Miss Laurie of Maxwellton House. The estate still remains in the family.
2	Glencairn.	15½	
	MONIAIVE.	17½	

Route 222. STRATHAVEN TO PAISLEY

Miles from Paisley		Miles from Strathaven	
20	STRATH-AVEN. *Lanarkshire.*		Road rises from Strathaven up the valley of the Powmillon Burn, which runs along on the left.
	Fork of roads, keep left.		Keep left at fork approaching Chapelton.
17¼	Chapelton.	2¾	
			General descent to East Kilbride.
12	East Kilbride. Fork of roads, keep left. *Rutherglen*, 5½ m.	8	Keep left at fork of roads in East Kilbride. (Right to Rutherglen, five and a half miles.)
11	Fork of roads, keep right. *Eaglesham*, 3¼ m.	9	Keep right at fork of roads in one mile after leaving East Kilbride. (Left to Eaglesham, three and a quarter miles.)
			Continuous descents and rises, and finally, after crossing the small stream called the White Cart Water, a rise into Busby.
	Cross the White Cart Water.		
8	Busby. *Enter Renfrewshire.*	12	Industrial village on the outer Glasgow circle.
7¼	Clarkston. *Mearns*, 2½ m. *Glasgow*, 5¼ m.	12¾	Passing straight through Clarkston, avoiding roads on left to Mearns, two and a half miles, and on right to Glasgow, five and a quarter miles, road descends to cross-roads.

Miles from Paisley		Miles from Strathaven	
6¼	Cross-roads, keep straight on. *Newton Mearns*, 2½ m. *Glasgow*, 4½ m.	13¾	Here keep straight on. (See pp. 671-672.)
5¼	Turn sharp left. *Cross a* *stream.*	14¾	Turn sharply left, and cross a stream, then turning again sharply right.
			Descending to another stream, passing a road leading on right to Pollokshaws, keep right at fork of roads after crossing the bridge. (Left to Barrhead, two miles.)
4¼	*Cross a* *stream.* Fork of roads, keep right. *Barrhead*, 2 m.	15¾	
3½	Nitshill. Cross the Levern Water.	16½	
3	Hurlet. Cross-roads, keep straight on. *Barrhead*, 1½ m. *Glasgow*, 6¼ m.	17	(See pp. 727-728.)
			Road descends generally to Paisley.
	PAISLEY. (*Cross.*)	20	(Described, pp. 740-741.)

Route 223. STRATHAVEN TO NEWMAINS

Miles from Newmains		Miles from Strathaven	
11¼	STRATHAVEN. *Lanarkshire.*		Leave Strathaven past the railway station.
			Road descends to the Avon Water.
	Cross the Avon Water.		
			Easy undulations, and gradual descent to Stonehouse.
7½	Stonehouse.	3¾	
			Keeping straight ahead through the village road rises to the cross-roads.
6¼	Cross-roads, keep straight on.	5	
	Lesmahagow, 5¾ m. ☞ *Hamilton*, 🚂 5¾ m.		(See pp. 71-72.)
			Long descent begins.
4½	Ayr Road Railway Station.	6¾	
	D		Descent continued to Garrion Bridge, steep at foot, with sharp bends to right and left, crossing the Clyde. Very complicated and dangerous cross-roads at Garrion Bridge.
3¾	Garrion Bridge.	7½	
	Lanark, 8¾ m. ☞ *Hamilton*, 🚂 5½ m.		(See pp. 778-780.)
	Cross the Clyde.		
			Steep mile-long climb from Garrion Bridge, keeping to left at fork in one-half mile (right to Carluke, three and a quarter miles), then
3¼	Fork of roads, keep left.	8	

Miles from Newmains		Miles from Strathaven	
	Carluke, 3¼ m.		easier rise through Overton and Waterloo.
2½	Overton.	8¾	
1½	Waterloo.	9¾	
	NEWMAINS.	11¼	Busy ironworking centre.

Route 224. CARRONBRIDGE TO ABINGTON

Miles from Abington		Miles from Carronbridge	
21¼	CARRON-BRIDGE. *Dumfriesshire.* Fork of roads, keep right. *Sanquhar,* 10¼ m.		Proceeding northwards from Carronbridge, keep right at fork of roads. Narrow, insignificant road. Look for signpost to Dalveen before dropping on to bridge at Carron. High stone walls on both sides of road. (Left to Sanquhar, ten and a quarter miles, see pp. 665-666.)
	Cross the Carron Water. Keep right.		Crossing the Carron Water, keep right. Narrow road and many DANGEROUS corners all the way to Durrisdeer; especially near the railway arch crossing the road.
19¼	Carron Bridge Railway Station.	2	
17¼	Durrisdeer Mill.	4	
			The long, winding ascent to the Dalveen Pass begins after passing the mill; the Carron Water flowing down on the left.
12¼	Summit.	9	
	Enter Lanarkshire.		Good run down of two miles, road-surface improving.
6¼	Elvanfoot Railway Station.	15	
	ABINGTON.	21¼	

Route 225. HURLFORD TO HAMILTON

Miles from Hamilton		Miles from Hurlford	
25¾	HURLFORD. *Ayrshire.*		Proceeding eastward, keep left at fork of roads in one mile.
24¾	Fork of roads, keep left.	1	
22¾	Galston.	3	Pop. 4876. Coal-mining, lace and muslin-making, and weaving are the chief industries here.
	Cross the Irvine.		Proceeding through Galston turn to left at further end, and crossing river Irvine, turn right. On the left of the road is Loudoun Castle, in its fine park. It was formerly a seat of the Marquis of Hastings. On the right of the road, as we continue through Newmilns to Darvel, flows the river Irvine.
20¼	Newmilns.	5½	Pop. 4467. Seat of a thriving lace-curtain industry. Sharp rise.
	Fork of roads, keep right.		Keep right at fork of roads.
18½	Darvel.	7¼	Pop. 3070. Lace and muslin factories, carpet-weaving, etc. Road bends round to right and crosses the Irvine, and at next fork of roads keep left.
	Cross the Irvine. Fork of roads, keep left.		
15¾	Allanton Railway Station.	10	Passing Allanton railway station, road rises to the open moorland up the shoulders of Loudoun Hill. A cairn at the next junction of roads, called "Wallace's Cairn," marks the spot where that patriot defeated the English. At this

Miles from Hamilton		Miles from Hurlford	
			point also, Bruce in 1307 defeated the Earl of Pembroke.
	Enter Lanarkshire.		
13¼	*Battlefield of Drumclog,* 1 m.	12½	The battlefield of Drumclog is one mile left, on the windy moor. Here, on Sunday, 1st June, 1679, the Covenanters, to the number of 200, assembled in arms for public worship, in resistance to the religious tyranny that would deny any man freedom of conscience, were surprised by Claverhouse and his dragoons and lifeguards. The Covenanters were victorious, and put the enemy to flight, with a loss of thirty-six, three only being killed on their side. A monument appropriately marks the spot.
12½	Fork of roads, Keep left.	13¼	Keep left at fork of roads.
11¼	Fork of roads, keep right.	14½	Keep right at fork of roads, descending to Calderbank.
10¾	Calderbank	15	
			Easy descent to Strathaven, keeping to left at fork of roads on entering.
	Fork of roads, keep left.		
7½	Strathaven. *Paisley,* 20 m. *Newmains,* 11¼ m. *Lesmahagow,* 7¾ m.	18¼	(See pp. 734-735.) (See pp. 736-737.)
			Passing through Strathaven, keep to left, road then bearing right and left.
			Sharp rise.

Miles from Hamilton		Miles from Hurlford	
5½	Udstonhead.	20¼	
			Undulating, and then the long run down begins to Hamilton.
1¾	Eddlewood.	24	
1	Low Waters.	24¾	
	HAMILTON. (*Town Hall.*)	25¾	(Described, p. 72.)

Route 226. GLASGOW TO PAISLEY AND WEST KILBRIDE

Miles from West Kilbride		Miles from Glasgow	
30½	GLASGOW. *Lanarkshire.* (*George Square.*) Glasgow Bridge. Cross the Clyde.		Leaving George Square by St. Vincent Place, turn left into Buchanan Street, and then to right into Argyle Street, and left again into Jamaica Street, crossing the Clyde at Glasgow Bridge. Then take third turning on right (Nelson Street; electric tramways) under the railway. Thence along Morrison Street and Maxwellton Place.
29½	Fork of roads, keep left. *Greenock,* 21½ m. Cross the Cart Water. *Enter Renfrewshire.*	1	Keep left at Greenlaw Place, where the roads fork. (Right to Greenock, twenty-one and a half miles, see pp. 723-724.)
23¼	Paisley.	7¼	Pop. 70,000. Apart from the Abbey church, now used as the parish church, the great city of Paisley has few antiquities. The abbey took its origin in the monastery of Pasletum, founded 1163 by Walter Fitz Alan, lord

of Renfrew and High Steward of Scotland. The place was then a small village and so remained for centuries. It was nothing more when James IV. in 1488 gave it a town charter, and did not begin to develop until the pacific settlement of the country following upon the Act of Union, 1707. In common with the other religious houses, the abbey was devastated at the Reformation, but the nave remains, and the north and south transepts. The choir is still in ruins, owing to the fall of the central tower, which utterly destroyed it and a part of the north transept, 1560. King Robert III., died 1406, was buried in front of the High Altar in the choir. A slab of Sicilian marble, bearing the Scottish lion and a sculptured sword and belt, together with an inscription, marking the spot, was placed here by Queen Victoria, 1888. In the south transept note the monumental effigy of Marjory, daughter of Robert Bruce. The abbey grounds are laid out with gardens and public statues.

The early manufacturing history of Paisley in the eighteenth century is concerned with silk gauzes and shawls, and to some degree with thread. Shawls are practically things of the past, and threads and sewing cottons of every variety now form the outstanding product, the two most prominent firms in this manufacture, Messrs J. & P. Coats, trading with a capital of five and a half millions sterling, and Messrs. Clark & Co., employing some 6000 hands. A great number of other manufactures are carried on at Paisley, including starch and corn-flour, bleaching, and engineering works, etc.

The public buildings are of an imposing and costly character, and owe their origin chiefly to the munificence of the great manufacturers. The Town Hall, opposite the Abbey, was the gift of the Clark family, and was completed 1882 at a cost of £80,000. The Public Library and Museum was given by Sir Peter Coats ; and the great Thomas Coats Memorial Church—which is really a Baptist chapel—was completed 1894, at a cost of £100,000. It is designed in the Decorated style, and looks like a cathedral. The public parks, also the gift of Paisley's wealthier citizens, are very fine.

Miles from West Kilbride		Miles from Glasgow	
	Renfrew,		
	2½ m.		
	Erskine Ferry,		(See pp. 743-744.)
	5½ m.		
	Barrhead,		
	4 m.		

Miles from West Kilbride		Miles from Glasgow	
	East Kilbride, 12 m.		(See pp. 734-735.)
			Leaving Paisley along High Street (electric tramways) pass the prominent Coats Memorial Church, and in Wellmeadow Street bear left. Thence straight ahead to Elderslie, the birthplace of William Wallace, the Scottish patriot. Monument erected here to his memory 1912.
21	Elderslie Railway Station.	9½	Descending from Elderslie railway station to the village, road rises to Thorn.
	Fork of roads, keep left. *Greenock,* 15 m.		Keep left at fork on the rise. (Right to Greenock, fifteen miles, see pp. 746-747.)
20	Thorn.	10½	
			On right is the park of Johnstone. Good undulating road, with final rise and fall to Beith.
17¼	Howood.	13¼	*I.e.* "Hollow-wood". It is situated at the foot of the bleak fells called the Fereneze Hills, which rise on the left.
14½	*Lochwinnoch Railway Station.* *Kilbirnie,* 5 m. *Enter Ayrshire.*	16	(See p. 747.)
11¾	Beith.	18¾	Pop. 4963. Hilltop town, engaged chiefly in the manufacture of domestic furniture; also in leather industries, rope- and net-making, etc.
	Dunlop, 5½ m.		
	Fork of roads, keep left.		Leaving Beith by Eglinton Street, keep left at fork.

Miles from West Kilbride		Miles from Glasgow	
8¼	Southfield. Oblique cross-roads, keep right. Cross the Garnock.	22¼	Keep right at oblique cross-roads.
			Steep little rise into Dalry.
6¾	Dalry.	23¾	Pop. 5316. Busy neighbourhood with numerous activities, including coal and iron-mining, limestone quarrying, woollen manufactures, and brick and cabinet-making. The old Town Hall is an interesting and picturesque building.
			Leaving Dalry past the church, and to left into Main Street, and
3½	Munnock Toll. Fork of roads, keep right. *Ardrossan*, 4 m.	27	then right into Sharron Street, road repeatedly descends and rises to Munnock Toll, where, at fork of roads, keep right. (Left to Ardrossan, four miles.)
			Steepish rises and descents to West Kilbride.
	WEST KILBRIDE.	30½	(Described, p. 720.)

Route 227. PAISLEY TO ERSKINE FERRY

Miles from Erskine Ferry		Miles from Paisley	
5½	PAISLEY. *Renfrewshire.* (*The Cross.*)		Leaving the city along Gilmour Street, and past the General Post Office and the railway station, proceed under the railway, and to left into Old Sneddon Street, then to right into St. James's Place, and left and right into St. James Street and the Caledonia Road. Thence straight ahead.

Miles from Erskine Ferry		Miles from Paisley	
	Cross the Black Cart Water.		Passing Walkinshaw House on left, cross the Black Cart Water.
2	Red Smithy. Cross-roads, keep straight on.	3½	Keep straight on at cross-roads.
	Greenock, 13½ m. *Renfrew*, 2¾ m.		(See pp. 723-724.)
1½	Cross-roads, keep left. Fork of roads, keep right.	4	Keep left at cross-roads and then right at fork of roads soon after, road winding past Craigend to ferry-side.
1¼	Craigend.	4¼	
	ERSKINE FERRY.	5½	Ferry steamer at frequent intervals across the Clyde to Old Kilpatrick.

Route 227A. PAISLEY TO GREENOCK (BY RED SMITHY)

Miles from Greenock		Miles from Paisley	
17	PAISLEY. *Renfrewshire.* (The Cross.)		Paisley to Red Smithy, as above (Route 227).
13½	Red Smithy. Cross-roads. Turn left.	3½	
10¾	Bishopton.	6¼	
8¾	West Ferry.	8¼	
8½	Langbank Railway Station.	8½	
4	Port Glasgow.	13	(Described, p. 723.)
	GREENOCK.	17	(Described, p. 723.)

ROUTE 227B. PAISLEY TO GREENOCK (BY KILMACOLM AND AVOIDING PORT GLASGOW)

[*This is the best way to Greenock, avoiding the heavy traffic and tramcars of Elderslie and Johnstone, and the even heavier traffic of Port Glasgow, which has been described as the worst in the United Kingdom*]

Miles from Greenock		Miles from Paisley	
18¾	PAISLEY. *Renfrewshire.* (The Cross.) Cross the Black Cart Water.		Paisley to crossing of the Black Cart Water, as Route 227.
15¾	Turn sharp left. Cross-roads. Bear to left.	3	Turning sharp to left after crossing the Black Cart Water, keep straight on past Houston railway station and Elderslie House; and to left over cross-roads, into High Houston.
11¾	High Houston. Cross-roads, keep straight on.	7	Keeping straight on over High Houston cross-roads, Bridge of Weir is reached in one and a quarter mile.
9½	BRIDGE OF WEIR. Turn right.	9¼	Turning right at Bridge of Weir, road rises to Kilmacolm.
7	Kilmacolm.	11¾	
6	Fork of roads, keep left. *Port Glasgow*, 3¼ m. Bear right and then sharp to left.	12¾	Keep to left at fork of roads (Port Glasgow three and a quarter miles right), and then bear right and then sharp to left, under railway bridge. Sharp fall to Greenock from Hill Tops.
	GREENOCK.	18¾	

Route 228. PAISLEY TO GREENOCK (BY KILMACOLM)

[*Very heavy traffic, with trams in addition, through Elderslie, Johnstone, and Port Glasgow*]

Miles from Greenock		Miles from Paisley	
17½	PAISLEY. *Renfrewshire.* (*The Cross.*)		(Paisley to Elderslie, as pp. 740-742.)
15	Elderslie Railway Station.	2½	Descending from Elderslie railway station to the village, road rises towards Thorn. Keep right at fork on the rise. (Left to Beith, nine and a quarter miles, see p. 742.)
	Fork of roads, keep right. *Beith*, 9¼ m.		Road narrows and descends steeply to Johnstone.
14	Johnstone.	3½	Cotton and flax-spinning town, with numerous attendant industries, including engineering works. Road descends through the town. Bad surface, much cut up by heavy traffic.
	Cross-roads, keep left. *Houston*, 2 m.		Keep left at cross-roads. (Right to Houston, two miles.)
	Kilbarchan, ¾ m.		Road rises to fork. Keep right. (Left to Kilbarchan, three-quarters of a mile.) Cotton spinning town. The church tower bears the effigy of one Habbie Simpson, a locally famed piper of the seventeenth century.
10½	Bridge of Weir. Cross the Gryfe.	7	Wooded undulating road to Bridge of Weir, a small place of scattered factories. Rise to Kilmacolm, whence a splendid view opens out, down to

Miles from Greenock		Miles from Paisley	
7	Kilmacolm.	10½	the Clyde and the town of Dumbarton. The place-name was spelled "Kilmalcolm" until about 1907, when the County Council altered it, dropping the second "l," the name having nothing to do with St. Malcolm. The railway company has also revised the spelling.
			Descending through Kilmacolm, and then rising for over a mile,
6	Fork of roads, keep right.	11½	keep right at fork in one mile.
	D		Road descends easily, one mile, and winds dangerously to junction of road into Port Glasgow.
2¾	Port Glasgow.	14¾	(Described, p. 723.)
	GREENOCK.	17½	(Described, p. 723.)

Route 229. PAISLEY TO ARDROSSAN

Miles from Ardrossan		Miles from Paisley	
27¼	PAISLEY. *Renfrewshire.* (*The Cross.*) *Dalry,* 7¾ miles, straight on.		Paisley to turning for Lochwinnoch railway station, past Howood, as pp. 740-742. Keep right. (Straight on to Dalry, seven and three-quarters miles, see pp. 742-743.)
			Road descends past Lochwinnoch railway station. Village of Lochwinnoch on right. It is engaged in linen-bleaching, and is situated on the Castle Semple Loch. Here the Scottish national game of "curling" is played when the loch is frozen over.
18½	Lochwinnoch Railway Station.	8¾	Road bends round to left. Barr Castle, on left, is a prominent old peel-tower in four storeys.
	Enter Ayrshire.		

Miles from Ardrossan		Miles from Paisley	
	Cross the Garnock.		
13½	Kilbirnie. Fork of roads, keep right.	13¾	Pop. 4571. Thread-making, weaving of fishing-nets, flax-spinning, etc. Passing through the town, keep to right at fork of roads in one-half mile.
11	Burnside. Cross the Rye Water.	16¼	
10	Dalry. *Beith*, 5 m. *West Kilbride*, 6¾ m.	17¼	(Described, p. 743.) (See pp. 742-743.) Descending through Dalry by North Street, Main Street, and Vennel Street, keep left at fork of roads, descending in general through Dalgarven to Kilwinning.
5¼	Kilwinning.	22	
	ARDROSSAN.	27¼	Thence to Ardrossan as pp. 719-720.

Route 230. GLASGOW TO EDINBURGH, BY FALKIRK

Miles from Edinburgh		Miles from Glasgow	
47½	GLASGOW. *Lanarkshire.* (*George Square.*) Cross the Monkland Canal.		Proceeding with the tramlines from George Square, along George Street and Duke Street, to the railway station, turn left along the Cumbernauld Road. Bear to right across the railway. Alexandra Park is then seen on left. Crossing railway again, Barlinnie Prison is passed on right, and, coming to the tramway terminus, the Monkland Canal is presently crossed. The road, then passing Riddrie

Miles from Edinburgh		Miles from Glasgow	
43½	Millerston.	4	Park Cemetery, rises to Millerston. Hogganfield Loch is on right, and, approaching Steps railway station, the smaller Steps Loch.
42½	Steps Railway Station.	5	
			Easy rises and descents.
	Cross a *stream.*		
39½	Moodiesburn.	8	
			Gentle rise.
	Bear right.		Bear right into Molinburn, past
38	Molinburn.	9½	two left-hand roads, and then keep
	Fork of roads, keep left.		left at fork of roads and cross the Luggie Water.
	Cross the Luggie Water. *Enter Dumbartonshire.*		
			Road rises into Condorrat.
36½	Condorrat.	11	Coal-mining village.
35¾	Cross-roads, keep straight on. *Kirkintilloch,* 5¾ m.	11¾	
35	Eastfield.	12½	
33½	Cumbernauld. Junction of road from Airdrie, on right. *Kilsyth,* 3¾ m.	14	The village is chiefly on left. Junction of road from Airdrie (seven miles) on right.
			Sharp rise and fall.
	Enter Stirlingshire.		

Miles from Edinburgh		Miles from Glasgow	
31¾	Castle Cary.	15¾	On the right, upon its tree-clad hilltop, is the old keep-tower of Castle Cary.
	Cross the Canal.		Sharp run down. Narrow bridge over the canal.
30¾	Longcroft. Junction of road from Kilsyth, on left.	16¾	Junction of road from Kilsyth (five and a quarter miles) on left.
30	Dennyloanhead. Fork of roads, keep right. *Denny*, 2 m.	17½	Keep right at fork of roads. (Left to Denny, two miles.)
29½	Fork of roads. keep right. Cross the Bonny Water.	18	Sharp drop.
28¾	Bonnybridge.	18¾	The village of Bonnybridge stands upon the line of the Roman Wall generally ascribed to the reign of the Emperor Antoninus Pius, A.D. 139. It is commonly known in Scotland as "Graham's" or "Grim's Dyke," a name frequently given to ancient earthworks in England. "Grim" probably meant the Devil, or some superhuman personage; the people in olden times being unwilling to believe these great, far-reaching works due to the agency of ordinary mortals. This so-called "Wall of Antoninus" would appear to have been originally built about fifty-eight years earlier, during the time of Julius Agricola, a governor of Britain who assumed a vigorous forward policy, and pushed the Roman dominion definitely to these latitudes. Forty years later, under the Emperor Hadrian, the Romans fell back to the line of Hadrian's Wall, some ninety miles south, but again, in another eighteen years (A.D. 139), under an energetic general, Lollius Urbicus, the Romans advanced, and repairing and strengthening this

wall of Agricola, held the country, more or less precariously, for a period. Traces of the wall, which extended from Kinneil, near Bowness, to Bowling, near Old Kilpatrick, on the Clyde, are found here and there. The distance was thirty-six miles, with a fort at each two miles. The wall was a rampart of earth, laid upon a stone base, and was 24 feet broad and 20 feet high.

Miles from Edinburgh		Miles from Glasgow	
25¾	Camelon. Junction of road from Stirling, on left.	21¾	Pop. 6386. Junction of road from Stirling (ten miles) on left.
	UP		Sharp rise into Falkirk.
24½	FALKIRK.	23	Pop. 29,280. Busy town, of colliery and iron-working activities, long-established and still increasing. Cinders and slag-heaps are common objects of this countryside. The oldest ironworks are those of the Carron company, north of the town, on the Carron Water. They were founded 1760. Here were first manufactured the small cannon called, from their place of origin, "carronades".

Falkirk is, however, a historic town, the immediate vicinity having been the site of two battles. The first was in 1298, when Edward I. defeated the Scottish patriot, Wallace. The site of that battle in the long ago is now covered by the suburb of Grahamstown. The second battle of Falkirk took place 17th January, 1746, when Prince Charles defeated the English army commanded by General Hawley.

	Grangemouth, 3 m.		
	DOWN & UP		Road descends and rises on leaving the town, and passes along a tree-shaded interval, with the grounds of Callendar House on right, in which are some considerable traces of the Wall of Antoninus Pius.
	DOWN & UP		Descent and steep rise to Laurieston.
23	Laurieston.	24½	
	DOWN		

Miles from Edinburgh		Miles from Glasgow	
	Cross the West Quarter Burn.		
21¼	Polmont.	26¼	Dynamite factories of Messrs. Nobel adjoining Polmont. Long rise and fall to Linlithgow Bridge.
18	Linlithgow Bridge. Cross the Avon. *Enter Linlithgowshire.*	29½	
16¾	Linlithgow.	30¾	Pop. 4279. Locally, "Linlithgow," with the stress on the second syllable. Picturesque old town, with many nooks worthy the attention of the artist. It is finely placed upon a loch, and is fortunate in possessing an interesting old palace of the Scottish sovereigns. Prominent in the town is the Cross Well on the site of the ancient cross. Linlithgow is, in fact, very rich in old, ornamental wells, a singularity duly noted in the rhyme :—

> "*Lithgow for wells,*
> *Glasgow for bells,*
> *Peebles for clashes and lees,*
> *Stirling for brawls,*
> *Paisley for shawls,*
> *And Falkirk for beans and peas*".

St. Michael's Fountain, another of these wells, near the railway station, is surmounted by a figure of the saint, and inscribed, "Sanct Michael is kinde to strangers". Uphill from the modern Town Hall we come to the church and the palace. The church, one of the astonishingly numerous foundations of David I., is dedicated to St. Michael. It has of late years been restored, fortunately on conservative lines, and still merits the description given of it, as one of the finest ecclesiastical edifices

in Scotland. Little is left of the original building, which now presents the appearance of a Late Decorated church, in which French influence, noticed in the Flamboyant tracery of the windows, is strongly marked. The east end of the choir forms a triple apse, lighted with lofty windows, a stately feature. The south transept, known as the Chapel of St. Catherine, was the scene of the supposed "supernatural" warning given to James IV. against beginning the war against England which ended fatally for him at the Battle of Flodden, 9th September, 1513. Investigators of this apparition are convinced that it was an impious masquerade, but it was sufficiently prophetic.

The palace stands very strikingly upon a bold upland, projecting into the loch. It is approached by an elaborately sculptured gateway, and presents the appearance of a late fifteenth century building, in which the last developments of pure Gothic are curiously mingled with the new-born Renascence. It is open to the public daily, from 10 A.M. to 5 P.M.

A palace or castle appears to have occupied this site from the time of David I., and one of the towers certainly dates from 1302, and is the remaining portion of a castle built here by Edward I. of England. A fire, however, destroyed much of it in 1424, and the present building dates from the works actively carried on between 1425 and 1496. The existing group is a remarkable combination of castle, with gloomy dungeons, and ornate palace. The dark room in which Mary, daughter of James V., was born, 1542, is pointed out. She afterwards became that dark and enigmatic tragic figure of history, Mary, Queen of Scots. Here, too, is "Queen Margaret's Bower," the room from whose window, according to Sir Walter Scott, she looked in vain for the return of her husband, James IV., who lay slain on Flodden field. The architectural details of the palace are interesting, and in many cases of great charm and delicacy.

Miles from Edinburgh		Miles from Glasgow	
	Armadale, 7½ m.		(See pp. 783-784.)
	Fork of roads, keep right.		Leaving Linlithgow, keep right at fork of roads, and under the railway and over canal bridges.
	Cross the Canal.		
			Long two mile rise.

Miles from Edinburgh		Miles from Glasgow	
15	Kingscavil.	32½	Easy rises and descents, of greater or shorter lengths, all the way to Edinburgh. Excellent road.
13½	Gateside.	34	
	Cross the		
	Canal.		
11¼	Winchburgh.	36¾	
9	Kirkliston.	38½	Norman church, greatly altered. Proceeding to Boathouse Bridge, the park of Carlowrie Castle is passed on left.
	Cross-roads, keep straight on. *Mid Calder*, 9 m. ☞ *South Queensferry*, 🚂 2½ m.		(See pp. 784-785.)
8	Boathouse Bridge. Cross the	39½	
	Almond. *Enter Edinburghshire.*		
5	Junction of road from Bathgate, on right.	42½	Junction of road from Bathgate (thirteen and three-quarters miles) on right.
4	Corstorphine.	43½	
1¾	Murrayfield.	45¾	

Miles from Edinburgh		Miles from Glasgow	
	Cross the Water of Leith.		Bearing to right, cross the Water of Leith, and then to left, passing Murrayfield railway station. Electric tramways from this point into Edinburgh, which is reached straight ahead, past the Haymarket railway station to Princes Street, at the extreme east end of which is the General Post Office.
1¼	Haymarket Railway Station.	46¼	
	EDINBURGH. (*G. P. O.*)	47½	(Described, pp. 364-368.)

Route 231. GLASGOW TO STIRLING, BY KILSYTH

[*The alternative Route* (230) *by Cumbernauld is preferable, and has better surface, finer scenery, and is not so hilly*]

Miles from Stirling		Miles from Glasgow	
28	GLASGOW. *Lanarkshire.* (*George Square.*)		Proceeding with the tramways from George Square, along George Street, turn to left into High Street and along its continuation, Castle Street, road rising past the cathedral. Most unsavoury neighbourhood, not improved by the presence of the St. Rollox chemical works, soon passed on left.
	Cross the Monkland Canal.		Deplorable neighbourhoods through St. Rollox to Springburn and Bishopbriggs.
26½	St. Rollox Railway Station.	1½	Passing Sighthill cemetery, on left, the road bends round to left, along Coburg Place, and then round again to right, along Springburn road to Springburn railway station.
25¾	Springburn Railway Station. Fork of roads, keep left.	2¼	Keep left at fork of roads in Springburn.

Miles from Stirling		Miles from Glasgow	
			Easy descents and rises, with long gradual descent to Bishopbriggs. Glasgow electric tramways end.
24	Bishopbriggs.	4	
22	Fork of roads, keep right. *Kippen*, 19 m.	6	Avoid roads left and right, one and three-quarters miles from Bishopbriggs, and in quarter of a mile further, keep right at fork of roads. (Left to Kippen, nineteen miles.)
	Cross the Forth		Road descends and crosses the canal.
	and Clyde Canal.		
19¾	Kirkintilloch.	8¼	Old-fashioned little town on the Luggie Water and the Forth and Clyde Canal, situated at the base of the Campsie Fells.
	Cumbernauld, 8¼ m. *Milton*, 1¾ m. Fork of roads, keep left. Cross the		Keeping straight on through Kirkintilloch (Milton, one and three-quarters mile left) and across the railway, keep left at fork of roads in one mile, and cross the canal.
	Forth and Clyde Canal.		
17¾	Burnfoot. Fork of roads, keep right. *Lennoxtown*, 3 m.	10¼	Crossing the railway again keep right at fork of roads at Burnfoot. (Lennoxtown, three miles left.)
16½	Queenzieburn.	11½	
15	Kilsyth.	13	Small town at the foot of the Kilsyth Hills, a continuation of the Campsie Fells on left. On left also are ruins of the old castle.

Miles from Stirling		Miles from Glasgow	
			The Covenanters were defeated with great slaughter by Montrose in the neighbourhood of Kilsyth, 15th August, 1645.
	Cross the Garvel Burn.		
13¾	Colzium Railway Station.	14¼	On left is the large Colzium Loch.
12¼	Kelvinhead.	15¾	Here the little river Kelvin, which flows into the Clyde at Glasgow, takes its rise.
10¾	Banknock Railway Station.	17¼	
10½	Haggs.	17½	
9¾	Longcroft. Junction of road from Airdrie, on right.	18¼	Junction of road from Airdrie (nine and three-quarters miles) on right. Thence to Stirling, as pp. 761-763.
	STIRLING.	28	

Route 232. CARLISLE TO STIRLING

Miles from Stirling		Miles from Carlisle	
110½	CARLISLE. *Cumberland.* (*Town Hall.*)		Carlisle to Abington, as pp. 64-70.
53	Abington. *Lanarkshire.* Fork of roads, keep right. *Hamilton*, 26 m.	57½	Keep to right at fork of roads at Abington inn. (Left to Hamilton, twenty-six miles, see pp. 70-72.)
	Fork of roads, keep left. *Biggar*, 9½ m.		Having left the Hamilton and Glasgow road, the way descends along the valley of the Clyde to fork of roads, where keep left. (Right to Biggar, nine and a half miles, see pp. 772-773.) The river Clyde flows on the

Miles from Stirling		Miles from Carlisle	
			right, forming pretty scenes, on the way to Roberton.
49½	Roberton.	61	
	Cross the Roberton Burn.		Bear right on crossing the Roberton Burn.
	Fork of roads, keep right. Cross the Garff Water.		Keep right at fork of roads.
			Road rises gradually and winds over the moorlands round the foot of Tinto Hill, a striking height on left, rising to 2335 feet.
44	St. John's Kirk. Junction of road from Biggar (4½ m.) on right.	66½	
	Fork of roads, keep left. *Thankerton Railway Station.*		Keep left at fork of roads. Thankerton, on right, is properly "Tancred's Town".
	Bear right. *Douglas,* 9½ m.		Road bears right to Hyndford Bridge. (Left to Douglas, nine and a half miles, see pp. 716-717.)
38½	HYNDFORD BRIDGE. Cross the Clyde.	72	

Miles from Stirling		Miles from Carlisle	
	Fork of roads, keep left.		Keep left at fork of roads.
			Descent to Lanark, past the racecourse and the ruined church of St. Kentigern.
35¾	Lanark.	74¾	Pop. 4700. Lanark, the capital of the shire, is a much modernised town, situated on a height of about 700 feet above the Clyde. Wallace, the great Scottish national hero at the close of the thirteenth century, performed many of his exploits here and in the neighbourhood. A statue of him, on a heroic scale, but formidably ugly, will be noticed in the front of the church tower in midst of the town.
	New Lanark, 1 m.		"New Lanark" is beside the river, below the older part of the town, one mile distant. This was a settlement of cotton millworkers, founded by Richard Arkwright and David Dale, 1783. Here Robert Owen afterwards set up his unsuccessful socialist community.
	Corra Linn, 1½ m.		The beautiful falls of the Clyde at Corra Linn and Bonnington Linn are reached through New Lanark. The Falls of Corra Linn form three separate cascades, in all about eighty-five feet.
			Leaving Lanark past the church keep straight forward. (Left to Hamilton, fourteen and a quarter miles.)
	Hamilton, 14¼ m. *Carnwath*, 6¾ m.		(See pp. 778-780.)
35¼	Cartland Bridge.	75¼	Here the road crosses the Mouse Water by the fine lofty three-

Miles from Stirling		Miles from Carlisle	
	Cross the Mouse Water.		arched bridge built by Telford, 1826, spanning the rocky chasm of Cartland Crags at a height of 129 feet.
32¾	Braidwood Railway Station.	77¾	
30¼	Carluke.	80¼	Small town. In the parish church William Wallace was elected "Guardian of Scotland," 1297.
	Cross-roads, keep straight on. Fork of roads, keep right. *Glasgow*, 20 m.		Keeping straight on over the cross-roads in Carluke, keep right at fork of roads. (Left to Glasgow, twenty miles.)
28	Bear right.	82½	Bearing right and avoiding various branching roads, road ascends easily to Newmains,
26¾	Newmains.	83¾	where the Lanarkshire coalfield is reached, a busy scene of collieries and dependent industries.
	Cross-roads, keep straight on. Cross the South Calder Water.		Passing over cross-roads, road descends to the South Calder Water, and thence rises, bearing to the right, to Newhouse.
22½	Newhouse. Cross-roads. Turn right. Turn left.	88	At cross-roads turn right and then left, road descending to Chapelhall. Indifferent surface, sometimes much cut up, owing to heavy traffic.

Miles from Stirling		Miles from Carlisle	
21¼	Chapelhall. Cross the North Calder Water.	89¼	
			Steep rise towards Airdrie. (Keep straight on, over cross-roads.) The town is immediately on left, a busy place of 22,500 inhabitants, interested in coal-mining, iron-manufacturing, and engineering trades. (See pp. 658-661.)
	☜ *Airdrie.*		
19½	Cross-roads, keep straight on.	91	
	Edinburgh, 33 m. ☞		
18¾	Rawyards.	91¾	
			Road rises and falls over a grim and haggard district to Cumbernauld railway station.
14¼	Cumbernauld Railway Station.	96¼	
	D		Steep rise and dangerous descent to Cumbernauld, where the Glasgow road joins on left.
12½	Cumbernauld. Junction of Glasgow road, on left.	98	
			Short sharp rise and long descent to Castlecary, a village taking its name from the ancient peel-tower, still standing amid the trees on a hill to the right.
10¾	Castlecary.	99¾	
	Cross the Canal.		Crossing a narrow canal bridge, the road proceeds to Longcroft, and thence undulates through colliery scenes to Dennyloanhead.
9¾	Longcroft. *Glasgow*, ☜ 18¼ m.	100¾	
9	Dennyloanhead. Fork of roads, keep left. *Falkirk*, 5½ m. ☞	101½	Keep left at fork of roads. (Right to Falkirk, five and a half miles, see pp. 750-751.)

Miles from Stirling		Miles from Carlisle	
7	Denny. Cross-roads, keep straight on. *Falkirk*, 5 m. Bear left. Cross the	103½	Small town on the Carron Water. Proceed straight through the town at cross-roads (Falkirk, five miles right), and then bearing left, cross the Carron Water.
	 Carron Water.		
6½	Dunipace.	104	Mining village. The Dunipace Hills, two prehistoric earthworks, are traditionally associated with the Druids.
	 Cross the		Road rises and descends lengthily to the Bannock Burn.
	 Bannock Burn.		The battlefield of Bannockburn is away to the left, one mile onward. The great battle, in which the Scots, numbering some 30,000,
5½	Bannockburn.	105	utterly defeated 100,000 English, was fought 24th June, 1314. The English were on the march to the relief of Stirling Castle, at that time besieged by Robert Bruce, and were awaited by the Scottish commander on ground advantageous to himself, which he had been able to take up at leisure. The "Bore Stone," a rock on the rise of Brock's Brae, marks the spot where the Scottish standard was raised. An iron grating has been placed over it. Near at hand rises a flagstaff. Stirling Castle, proudly cresting its lofty crag, is prominent ahead, with the Wallace Monument prominent on the summit of Abbey Craig, on right.
	 Turn sharp left.		On entering St. Ninians, turn sharp to left.
1¼	St. Ninians.	109¼	Village of one long narrow street. Here a nail-making industry is carried on. A tramway runs hence the short distance into Stirling.

Miles from Stirling		Miles from Carlisle
	STIRLING.	110½

Pop. 18,697. Ancient and historic town, finely situated on the river Forth. It is chiefly noted for its castle, perched upon a bold crag rising, very like that on which Edinburgh Castle is placed, suddenly from comparatively level surroundings. The castle anciently formed a most important strategic point, commanding the passes into and out of the Highlands, and, with the river Forth, sufficiently well guarded the Lowlands from the Highlanders' incursions. Here many of the Scottish monarchs resided and held their courts, from the time of Alexander I., in 1106. James II., IV., and V. were born here. Here also James V., Mary, and James VI. were crowned. Approaching the old fortress by the Esplanade, a lofty plateau in advance of it, we notice a colossal statue of Bruce, represented as the victor of Bannockburn, 1314, and punisher of the English. It was erected 1877. The Scottish have long and vivid memories for English defeats, but are more reticent about Flodden and Solway Moss. Drawing nearer to the castle, it is soon seen that the old fortress is in the occupation of the military, partly as barracks and partly as a storehouse : uses that do not by any means show its antiquities to advantage. Entering the lower quadrangle across the dry moat, the Royal Palace, a curious work in what passes for Renascence architecture, is prominently seen. It was built in the middle of the sixteenth century by James V., as a luxurious appendage to the sterner mediæval parts of the castle. The elaborate sculptured work is somewhat barbaric, showing a greater appreciation of Renascence detail than skill in reproducing it. The building is now used as the officers' quarters. The Parliament House and Chapel Royal, in the upper quadrangle, are put to the derogatory uses of barracks and a waiting-room for visitors. The Douglas room, reached by a narrow passage and through a garden, is the apartment where the Earl of Douglas was stabbed to death by James II., 1452. It now contains a number of interesting exhibits. The ramparts, reached from this point, command widespreading views across the valley of the Forth to the distant mountains. Outside the town is Abbey Craig, a rocky height (362 feet) rising abruptly from the river, and crested since 1861 with the Wallace monument, Wallace having defeated the English close by, in 1297. The weird, incomplete building in the town known as "Mar's work" is a palace begun in 1570 by the Earl of Mar. Its mixed Gothic and Renascence details are as clumsy and barbarous attempts at architectural display as those already noted in the Palace. The

lofty tower of Greyfriars church, close by, is a prominent object in Stirling. The church is in the Late Perpendicular style. In it Mary, Queen of Scots, was crowned 1543, at the extremely early age of eight months, and her son, James VI. of Scotland and I. of England, when twelve months old.

Hotels: Golden Lion; Station (garage). Motor-repairs: Menzies Bros., 45 Port Street (garage).

Route 233. CARLISLE TO EDINBURGH, BY HAWICK

Miles from Edinburgh		Miles from Carlisle	
94	CARLISLE. *Cumberland.* (*Town Hall.*) Cross the Eden.		Leaving Carlisle along Scotch Street and Rickergate (electric trams and stone sets) cross river Eden by the fine Eden Bridge, road then rising to the village of Stanwix.
93½	Stanwix. Cross the Goslin Syke.	½	The country onwards to the Scottish Border is extremely dull and featureless. Crossing a marshy stream called the Goslin Syke, the commonplace village of Kingstown is traversed.
92	Kingstown. Fork of roads, keep right. *Gretna Green*, 7½ m.	2	Keep right at fork of roads in Kingstown. (Left to Gretna Green, seven and a half miles, see p. 66.) The road to left, by Sark Bar and Gretna Green, is still known locally as the "New Road". It was made in 1830, as a short route to Gretna Green, avoiding the long way round by Longtown, Solway Moss, and Springfield.
90¼	Blackford.	3¾	Blackford and West Linton are small villages of mud cottages whitewashed. West Linton takes its name from the river Lyne.
88½	West Linton. Cross the Lyne.	5½	
85¾	Longtown.	8¼	Longtown is rather a long village than a town, with featureless

Miles from Edinburgh		Miles from Carlisle	
			houses nearly all of one common-place pattern.
	Arthuret, ☜ ½ m. Cross the		Arthuret church is the parish church of Longtown.
	Esk.		
	LEVEL CROSSING.		
85½	Fork of roads, keep right.	8½	
	Gretna Green, ☜ 4¾ m.		(See pp. 76-77.)
83	Scots Dyke Railway Station.	11	
82¼	THE BORDER.	11¾	On the right is Netherby Hall, among the trees, seat of the Graham family. Hence the heiress eloped with Lord Lochinvar, of the poem :—
	Enter Scotland.		
			"*So faithful in love, and so dauntless in war,* *There never was knight like the young Lochinvar*".
	Dumfriesshire.		
80	Canonbie.	14	Canonbie is situated on the Esk, near its confluence with the Liddel Water. Here the scenery along the river grows bold and craggy. The neighbourhood of Canonbie is, however, cut up to some extent by coal-mining operations.
	Cross the Esk.		Crossing river Esk, keep left at fork of roads. (Right to Newcastleton, ten miles.)
	Newcastleton, 10 m. ☞		The road through Newcastleton to Jedburgh, on right, is mountainous, with striking scenery, but with very abrupt gradients and rough surface.
79	Byreburnfoot. Bear left.	15	Bearing left through Byreburnfoot, and again crossing the Esk

Miles from Edinburgh		Miles from Carlisle	
	Cross the Esk. Bear right.		over an awkward bridge, bear right. On the left is Gilnockie Tower, the old lair of the Scottish mosstrooper, Johnnie Armstrong, scourge of the Borders in the first half of the sixteenth century. He was a nuisance to Scots and English alike, and James V. eventually captured him and thirty-six of his band, and hanged them all at Caerlanrig.
	Cross the Esk.		Crossing the Esk again, the road runs more or less alongside the river to Langholm, crossing it yet again on entering the town.
73¾	Langholm.	20¼	This is a small woollen manufacturing town in the valley of the Esk and the Ewes Water, with a population of some 3500. Important sheep-fairs are held here. In the market-place is a statue of Admiral Sir Pulteney Malcolm. The monument noticeable on White Hill, outside Langholm, is to his brother, Sir John Malcolm, Governor of Bombay, died 1833.
	Cross the Ewes Water.		The Ewes Water is crossed one mile out of the town.
			The road then rises gradually to Ewes church, and somewhat steeply on to Fiddleton.
69½	Ewes Church.	24½	
65¾	Fiddleton.	28¼	
	"Mosspaul" inn.		Continuous rise to summit of Ewesdale, 848 feet, a little way past the "Mosspaul" inn, an old coaching hostelry long closed and now re-opened.
	Enter Roxburghshire.		The road now begins the long descent of Teviotdale, the river

Miles from Edinburgh		Miles from Carlisle	
			Teviot running at first on the left, then on right, and again on left, entering Hawick.
59¾	Teviothead.	34¼	In Teviothead churchyard is a memorial-stone to Johnnie Armstrong, erected 1897. The inscription narrates: "Tradition records that at this spot were buried John Armstrong of Gilnockie and a number of his personal followers, who were treacherously taken and executed at Carlanrigg by order of King James the V. during his expedition to pacify the Borders in July, 1530. '*John murdred was at Carlinrigg,* *And all his galant companie;* *But Scotland's heart was ne'er so wae,* *To see sae mony brave men die.*'" —Old Ballad.
55	New Mill. Cross the	39	
	Teviot.		
54¼	Branxholm.	39¾	Branxholm Tower, partly remodelled, is a residence of a steward of the Duke of Buccleuch, but a good deal remains of the old sixteenth century peel-tower which appears in the *Lay of the Last Minstrel* as "Branksome Hall," where the kinsmen-knights of the bold Buccleuch met.
53¼	Branxholm Bridge.	40¾	

Miles from Edinburgh		Miles from Carlisle	
	Cross the Teviot.		
50¾	Hawick.	43¼	Pop. 19,000. Woollen manufacturing town, much modernised, and now wearing few indications of its olden stirring history. A prehistoric tumulus known as the Moot Hill, outside the town, is the spot where the ancient manorial courts were held. The "Tower" inn was formerly a town house of the Buccleuch family. Leaving Hawick along the High Street, keep left past the modern Buccleuch Memorial. (Right to Kelso, twenty-one miles, see pp. 815-818.)
	Kelso, 21 m. ☞		
	Cross the Teviot.		Crossing the Teviot, the road rises steeply.
	Fork of roads, keep left,		Keep left at fork of roads, road still rising.
	Enter Selkirkshire.		
	Fork of roads, keep left.		Keep left at fork of roads, road still rising. In three and a half miles from Hawick the road begins a steep descent, with intermediate rises, to Ashkirk.
44¼	Ashkirk.	49¾	
	Cross the Ale Water.		

Miles from Edinburgh		Miles from Carlisle	
			Steep rise from the Ale Water.
40¼	The Haining.	53¾	
			Long steep descent into Selkirk, by Tower Street, and then to left, into Market Place.
39	Selkirk.	55	Pop. 7000. The town is situated on a hillside above the Ettrick Water, below its junction with the Yarrow. It is now a busy woollen manufacturing town, with modern Town Hall, whose lofty spire is a prominent feature. Statues of Sir Walter Scott and Mungo Park, the African explorer, are in front of it. The olden trade of Selkirk was that of shoemaking, which is still kept in mind by the ceremony of "licking the birse," administered to a newly-elected burgess. The "birse" is a bristle brush used by shoemakers, and is on these occasions dipped in wine. The olden "sutors" or shoemakers of Selkirk were on occasions men of action. They fought at Flodden in 1513, and captured and brought away an English standard on that otherwise completely disastrous day. It is still jealously preserved by the Guild of Weavers.
	Moffat, 34¼ m.		(See pp. 789-793.)
	Kelso, 19 m.		(See pp. 807-809.)
			Leave Selkirk steeply down past the Market Place, to the right, round the "Fleece Hotel," and to the Old Toll.
37	Lindean Railway Station.	57	
	Turn left. Cross the Ettrick Water.		Turn to left to crossing of Ettrick Water.
36½	Cross the Tweed. Bear right.	57½	Crossing the river Tweed, bear right.
35	Abbotsford Ferry Railway Station.	59	On the opposite side of the river is Abbotsford, the home of Sir Walter Scott.

Miles from Edinburgh		Miles from Carlisle	
			Easy rise and descent to Galashiels.
33	Galashiels.	61	Pop. 17,800. Considerable town, busily engaged in the making of tweeds and tartans. It is situated on the Gala Water. The arms of the town are curious, representing two foxes gazing at a plum tree, and traditionally said to refer to the capture of some English soldiers while engaged in stealing the villagers' plums.
	Peebles, 18¼ m.		(See pp. 821-823.)
	LEVEL CROSSING. Cross-roads, turn left. *Melrose*, 4 m.		Leaving Galashiels by the Market Place and over the railway, turn to left at cross-roads. (Right to Melrose, four miles.)
			The road rises continuously for two miles. On the left runs the beautiful Gala Water. Thence undulating to Bowland.
29	Bowland Railway Station.	65	
			On the left rise the Moorfoot Hills, 2000 feet.
25¼	Stow.	68¾	Long gradual rise from Stow to one mile past Heriot railway station, over bleak moorlands, and then long descent to Fushiebridge, where the valley of the Esk begins.
16¾	Heriot Railway Station.	77¼	
14¾	*Musselburgh*, 12¼ m.	79¼	
12¼	North Middleton.	81¾	
11¼	FUSHIEBRIDGE.	82¾	Borthwick Castle, on right, is a huge grey old peel-tower, built

Miles from Edinburgh		Miles from Carlisle	
	Cross the Gore Water.		1430 by Sir William Borthwick. Mary, Queen of Scots, and Bothwell stayed here after their ill-omened marriage in 1567, and fled separately to Dunbar upon the threatening approach of the Scottish lords. Cromwell battered the castle, 1650. Further to the right is Crichton Castle.
			Rise and descent past collieries at Arniston.
9¼	Newtonloan.	84¾	To the left of Newtonloan is Dalhousie Castle, seat of the Earl of Dalhousie, in its extensive wooded park.
8¾	Cross-roads, keep straight on. Fork of roads, keep left. *Newbattle*, 1¼ m.	85¼	Keeping straight on, over Newtonloan cross-roads, keep left at fork in one-half mile.
			Newbattle Abbey, a seat of the Marquis of Lothian, is situated in a beautiful park through which flows the South Esk. The existing mansion preserves the crypt of a Cistercian Abbey, founded 1140, by David I.
7½	Dalhousie Railway Station.	86½	
6½	Eskbank. *Dalkeith.* Junction of 6 roads. Take 3rd to left.	87½	The town of Dalkeith is surrounded by collieries, but is picturesquely situated between the North and South Esk rivers, and stands adjoining the fine park of Dalkeith Palace, seat of the Duke of Buccleuch.
	Cross the North Esk.		Six roads join at the centre of Eskbank. Here take the third road to left and over the railway bridge, with the telegraph poles, thence descending to, and crossing the North Esk river.

Miles from Edinburgh		Miles from Carlisle	
4¼	Gilmerton.	89¾	
			Steep descent and rise to Greenend.
3¼	Greenend.	90¾	
2¼	Mayfield Old Toll-house.	91¾	Edinburgh tramways begin. Follow them along Clerk Street, Nicolson Street, and across South Bridge and North Bridge to the General Post Office.
1¾	Newington.	92¼	
	EDINBURGH. (*G. P. O.*)	94	(Described, pp. 364-368.)

Route 234. CARLISLE TO EDINBURGH, BY BIGGAR

98½	CARLISLE. *Cumberland.*		Carlisle to Abington, as pp. 64-70.
41	Abington. *Lanarkshire.*	57½	
	Fork of roads, keep right. *Hamilton,* 26 m.		Keep to right at fork of roads at Abington Inn. (Left to Hamilton, twenty-six miles, see pp. 70-72.)
			Having left the Hamilton and Glasgow road, the way descends.
	Fork of roads, keep right. *Lanark,* 17 m. Cross the		Keep to right at fork of roads (Left to Lanark, seventeen miles, see pp. 757-759.)
	Clyde.		
35½	Lamington.	63	

Miles from Edinburgh		Miles from Carlisle	
	Cross the Nisbet Burn.		
32¼	Culter.	66¼	On the left rises the bold upland of Culter Fell, 2454 feet.
29½	Biggar.	69	Pop. 1366. The place-name derives from the Norse words, *Bygg-garthr*, meaning "barley-field". It is a small town of one broad street, in which is the Biggar Water, with a watersplash and a bridge known as the "Cadger's Bridge," from a legend which tells how William Wallace crossed it in the disguise of a beggar when spying on the English camp. In the churchyard lie many of the Gledstanes of Libberton, ancestors of William Ewart Gladstone, the statesman, whose grandfather left here 1756 to found the fortunes of that branch of the family. At the end of the town is an ancient mound, supposed to have been a moot-hill.
	Cross the Biggar Water.		
	Lanark, 12¾ m.		
			Road rises from Biggar and then crosses a wide upland to Melbourne cross-roads.
28½	Fork of roads, keep left.	70	
24½	Melbourne Cross-roads, keep straight on.	74	Keep straight on.
	Peebles, 12¾ m. *Lanark*, 14½ m.		(See pp. 795-798.)

Miles from Edinburgh		Miles from Carlisle	
22½	Dolphinton.	76	
21¾	Dolphinton Railway Station. *Enter Peeblesshire.*	76¾	
	Cross the		
	West Water.		
18¼	West Linton.	80¼	Quaint old decayed town, or village. "Lady Gifford's Well," originally built 1666, has a statue of her, sculptured by her husband, Lord Gifford, one of the old stone-carvers for whom West Linton was once famous.
15½	Carlops. *Enter Edinburghshire.*	83	
14	Nine Mile Burn.	84½	
13½	Fork of roads, keep right. *Edinburgh, by Braid Hills,* 13 m.	85	Keep right at fork of roads. (Left to Edinburgh, by Braid Hills, thirteen miles left.)
10	*Penicuik.*	88½	
9½	Shottstown.	89	
8¼	Glencorse.	90¼	Here are Glencorse Barracks, and the reservoir for a portion of the Edinburgh water-supply, three miles west. It has all the appearance of a large lake and winds rather impressively at the base of the Pentland Hills.

Miles from Edinburgh		Miles from Carlisle
8	Fisher's Tryst.	90½
6¼	Bilston. (Old Toll House.) *Roslin*, 1 m. ☞	92¼

(Or "Rosslyn".) Favourite excursion from Edinburgh. A pleasant round of about two and a half miles may be taken, rejoining present route three-quarters of a mile lower down. This will include the village, romantically situated on the glen of the North Esk river; the ruin of Roslin Castle, and the magnificent so-called Roslin "Chapel," which is really the choir of a great collegiate church begun 1450 by William St. Clair, third Earl of Orkney, but never completed. The very highly elaborated architectural sculpture and rich, but overloaded, ornament point to the decadence of Gothic architecture. Roslin "Chapel," in fact, marks the ultimate achievement of the Gothic spirit, and the coming of the Renascence. The building is popular, of course, by reason of the legend (entirely fictitious) which seeks to account for the exceptional beauty of the column, splendidly carved with wreathed foliage, called the "Prentice Pillar". This is one of the very finest things in the entire range of decorative sculpture. The popular story concerning it is that the sculptor's apprentice produced the work in the absence of his master, who slew him in a fit of jealous rage, on his return. The adjoining castle owes its ruined condition to the battering it received at the hands of General Monk, 1650. Roslin is a famous place for strawberries. It gives the title of Earl of Roslin to the St. Clair-Erskine family. Hawthornden is situated in the glen of the North Esk. The mansion, seat of Sir J. H. Drummond, Bart., is placed on the verge of a red sandstone cliff overhanging the river. It incorporates an ancient peel-tower. Here resided "Drummond of Hawthornden," the seventeenth century poet. (Fees for admission everywhere: Roslin Castle, 6d.; Chapel, 6d.; Hawthornden, 1s.) The atmosphere, however, up to the present time of writing, may yet be breathed free of charge.

5	Straiton. *Loanhead*, 1 m. ☞ DOWN	93½
4½	Burdiehouse.	94

Miles from Edinburgh		Miles from Carlisle	
4	Kaims.	94½	
	Cross-roads, keep straight on.		Keep straight on, over cross-roads.
	Fork of roads, keep right.		
3¼	Liberton.	95¼	*I.e.* "Leper Town".
	LIBERTON HILL.		
	D		Long descent, winding and apt to be rough. Keep to right at fork at bottom of the hill.
	Fork of roads, keep right.		
			Edinburgh cable tramways begin.
1¾	Newington Railway Station.	96¾	
			Edinburgh is entered by Minto Street, Nicolson Street, and across the South and North Bridges.
	EDINBURGH. (*G. P. O.*)	98½	(Described, pp. 364-368.)

ROUTE 235. BIGGAR TO CARLUKE

Miles from Carluke		Miles from Biggar	
17½	BIGGAR. *Lanarkshire.*		Leaving Biggar along the Liberton road, at the southern extremity of the town, rise to fork of roads. Here keep left and at next fork again left.
	Fork of roads, keep left.		
	Fork of roads, keep left.		
			Road winds aimlessly about to Whitecastle.
15	Whitecastle.	2½	
11¾	Liberton.	5¾	

Miles from Carluke		Miles from Biggar	
	Cross the South Medwin Water.		
9	Carnwath.	8½	(Described, p. 797.)
	Newbigging, 2½ m. ☞ *Lanark*, 🚂 6¾ m.		(See pp. 797-798.)
	Fork of roads, keep right.		Road descends to fork, where keep right.
			Sharp rise and descent to the Mouse Water.
6	Cross the Mouse Water.	11½	
	Cross-roads, keep straight on.		
	Lanark, 🚂 4 m. *West Calder*, 12¾ m. ☞		(See pp. 780-781.)
2½	Kilncadzow.	15	
	CARLUKE.	17½	Grim surroundings of the Lanarkshire coal-field.

Route 236. BIGGAR TO LANARK

Miles from Lanark		Miles from Biggar	
12¾	BIGGAR. *Lanarkshire.*		Proceeding in a southerly direction, as for Abington, keep to right at fork of roads in three-quarters of a mile. (Left to Abington, ten and three-quarters miles, see pp. 772-773.)
12	Fork of roads, keep right.	¾	

Miles from Lanark		Miles from Biggar	
	Abington, 10¾ m.		
	Cross the Clyde.		Crossing the Clyde keep to right at next fork of roads.
10¾	Fork of roads, keep right.	2	
	Symington Railway Station.		
9¾	Symington.	3	
8¼	St. John's Kirk.	4½	
	Junction of road from Abington, on left.		Junction of road from Abington (nine miles) on left. Thence to Lanark, as pp. 758-759.
	LANARK. (*The Cross.*)	12¾	

Route 237. LANARK TO HAMILTON

[*This forms a very pleasant run, with the Clyde on right, and gardens and orchards on the way, in spite of the nearness of the coalfields.*]

Miles from Hamilton		Miles from Lanark	
14¼	LANARK. *Lanarkshire.* (*The Cross.*)		Leaving the town past the church, road descends to fork of roads. Here keep left. (Right to Carluke, five miles, see pp. 759-760.)
13¾	Fork of roads, keep left. *Carluke*, 5 m.	½	
	D Cross the Clyde.		Very dangerous descent, bending sharply to left, to crossing of the Clyde. After crossing the river keep immediately to right at fork.

Miles from Hamilton		Miles from Lanark	
	Fork of roads, keep right.		
13	Kirkfieldbank.	1¼	Long street, chiefly occupied by weavers.
11½	Fork of roads, keep right.	2¾	
			On the right is a gate leading down the wooded hillside to Stonebyres Fall, on the Clyde. The waterfall is a fine volume of water descending sixty feet. (Admission, 3d.)
10½	Hazelbank.	3¾	
			Long descent followed by undulations.
9½	Crossford.	4¾	On left is the rugged old keep of Craignethan Castle, the original of "Tillietudlem Castle" in *Old Mortality*.
	Cross the Nethan.		
8½	Overton.	5¾	The road continues of a delightfully wooded character, practically an avenue. Pleasant orchards and meadows are passed.
7	Rosebank.	7¼	On the right, across the Clyde, is the park of Mauldslie Castle, seat of Lord Newlands.
6	Dalserf.	8¼	
			Sharp descent to river Nethan.
	Cross the Nethan.		

Miles from Hamilton		Miles from Lanark	
5½	GARRION BRIDGE. **D** Cross-roads, keep straight on.	8¾	Garrion Bridge is on right. Keep straight on: do not cross the bridge. The view from it of the troubled Clyde, fretting along a rocky bed, is very pleasing.
	Strathaven, 7½ m. *Newmains*, 3¾ m.		(See pp. 736-737.)
	DOWN Cross the		Smart descent to river Avon, followed by easy rise.
	Avon. UP†		
2½	Junction of road from Douglas Mill, on left.	11¾	Junction of road from Douglas Mill (fourteen and a half miles) on left. On the left of road is the Duke of Hamilton's park.
	HAMILTON.	14¼	(Described, p. 72.)

ROUTE 238. LANARK TO EDINBURGH

Miles from Edinburgh		Miles from Lanark	
34	LANARK. *Lanarkshire.* (*The Cross.*)		Leaving High Street down Bloomgate, and along Hope Street, road descends to the Mouse Water.
	DOWN Cross the Mouse Water.		
	D UP†		Rise past the railway to cross-roads.
30	Cross-roads, keep straight on. *Carnwath*, 5 m.	4	(See p. 777.)

Miles from Edinburgh		Miles from Lanark	
	Carluke, 4 m.		(See p. 777.)
29¾	Harelaw.	4¼	
	Cross a *stream.*		
26¾	Forth.	7¼	
24¾	*Wilsontown.* *Enter Edinburghshire.*	9¼	Manufacturing village.
22¾	Whitehouse.	11¼	
	Fork of roads, keep right. *Linlithgow,* 14½ m.		Keep right at fork of roads. (Left to Linlithgow, fourteen and a half miles, see pp. 782-784.)
21¼	Blinkbonny.	12¾	
17¼	West Calder.	16¾	The road runs through a district greatly cut up and disfigured by coal mines and pumping-works for mineral oil.
	Junction of road from Wishaw, on left.		Junction of road from Wishaw (fifteen and a half miles) on left.
15¼	Bell's Quarry.	18¾	
12½	Mid Calder.	21½	Busy town in the Midlothian oil-field.
	Junction of road from Whitburn, on left,		Junction of road from Whitburn (eight and a half miles) on left.

Miles from Edinburgh		Miles from Lanark	
11¾	East Calder.	22¼	
9½	Wilkieston.	24½	Passing Wilkieston, the extensive park of Dalmahoy, seat of the Earl of Morton, is seen on right. (See p. 784.)
	South Queensferry, 8½ m.		
5½	Long Hermieston. Cross the Water of Leith.	28½	
3	Gorgie.	31	Edinburgh electric tramways begin. Follow them through Dalry to Haymarket railway station, and thence along Atholl Place and Maitland Street, along Princes Street to General Post Office.
2	Dalry.	32	
1¼	Haymarket Railway Station.	32¾	
¾	Princes Street Railway Station.	33¼	
	EDINBURGH. (*G. P. O.*)	34	(Described, pp. 364-368.)

Route 239. LANARK TO LINLITHGOW

Miles from Linlithgow		Miles from Lanark	
26	LANARK. *Lanarkshire.* (*The Cross.*)		Lanark to fork of roads outside Whitehouse, as pp. 780-781. (Right to Edinburgh, twenty-two and three-quarters miles, as pp. 781-782.)
14¾	Whitehouse. Fork of roads, keep left. *Edinburgh*, 22¾ m.	11¼	
13¼	Breich. Cross-roads, keep straight on. *Wishaw*, 11¼ m.	12¾	Keep straight on at Breich cross-roads.

Miles from Linlithgow		Miles from Lanark	
	Mid Calder, 9 m. ☞		
11¾	Longridge.	14¼	
10¼	Whitburn. Cross-roads, keep straight on.	15¾	Keep straight on at Whitburn cross-roads.
	Shotts, 🚂 6¾ m. *Mid Calder*, 8½ m. ☞		This is the old road between Edinburgh and Glasgow.
	Cross the		
	Almond.		
8½	Armadale Railway Station.	17½	
7½	Armadale. Cross-roads, keep straight on.	18½	
	Edinburgh, 21¼ m. ☞ *Glasgow*, 🚂 23 m.		(See pp. 658-661.)
5¼	Cross the	20¾	
	Couston Water.		
	Fork of roads, keep left.		
4½	Cross the	21½	
	Brunton Burn.		

Miles from Linlithgow		Miles from Lanark	
2	Cross the	24	
	Union Canal.		
	LINLITH-GOW.	26	(Described, p. 752.)

Route 240. MID-CALDER TO SOUTH QUEENSFERRY

Miles from South Queensferry		Miles from Mid-Calder	
11½	MID CALDER *Edinburghshire.*		Mid-Calder to Wilkieston, as pp. 781-782.
8½	Wilkieston. Keep left. *Edinburgh*, 9½ m. ☞	3	Keep left. (Right to Edinburgh, nine and a half miles, see p. 782.)
7¾	Bonnington. Fork of roads, keep right.	3¾	Keep right at fork of roads in Bonnington.
6½	Ratho. Keep left. Cross the	5	Keep to left through the village, and cross the Union Canal.
	Union Canal. Fork of roads, keep left.		At fork of roads after crossing the canal, keep left and then right, road rising and falling to Ratho railway station.
5	Ratho Railway Station.	6½	Crossing under and over railways keep on to cross-roads. Here
4¼	Cross-roads, turn left. *Edinburgh*, 7¾ m. ☞	7¼	turn left. (Right to Edinburgh, eight and a half miles, see pp. 658-659.)
3½	Newbridge.	8	

Miles from South Queensferry		Miles from Mid-Calder	
	Cross-roads, turn right. *Bathgate*, 10¼ m.		Turn right at Newbridge cross-roads. (Left to Bathgate, ten and a quarter miles, see p. 659.)
2¾	Fork of roads, keep left. Cross the Almond. Keep right. *Cross a* *stream.*	8¾	Keep left at fork of roads, and cross river Almond, thence keeping to right across a stream, into Kirkliston.
2½	Kirkliston. Cross-roads, keep straight on. *Linlithgow*, 7¾ m. *Edinburgh*, 9 m.	9	Keep straight on at cross-roads. (See pp. 752-755.) Road, rising and falling, passes the park of Dundas Castle, on left, seat of the Russel family.
	Keep straight on.		Keep straight on to South Queensferry, ignoring roads right and left. Grand views open out, over the Firth of Forth to the Fifeshire shore, with the amazing Forth Bridge bulking hugely down below.
D½	SOUTH QUEENSFERRY.	11½	The steep drop into South Queensferry is dangerous. (Described, p. 658.)

Route 241. BEATTOCK TO EDINBURGH

Miles from Edinburgh		Miles from Beattock	
54	BEATTOCK. *Dumfriesshire.*		Leaving the main Hamilton and Glasgow Road, keep to right.

Miles from Edinburgh		Miles from Beattock	
	Fork of roads, keep right. *Hamilton*, 39½ m.		(Left to Hamilton, thirty-nine miles and a half, see pp. 70-72.)
	DOWN		Road gently descends into Moffat.
	Cross the		
	Annan.		
52	Moffat.	2	Pop. 2702. Pleasant little town, in great request as a health resort.

It is surrounded by lofty hills, and is no doubt as beneficial for its fine air as for the sulphuretted waters of its mineral spa. The well at which this healing water, most offensive to taste and smell, is found, is one and a half mile distant, up the brae-side. It is a moot point whether the water or the gentle exercise obtained on the walk to and from the well is the better for the invalid. There are those who ride, and it is credibly reported that they do not make so quick or so lasting a recovery as do the pedestrians. For 2d. you can drink as much of the incredibly nasty water as you please. It will not, perhaps, be a great quantity. But, *c'est le premier pas qui coûte*, and after a course of this "rotten-egg water" the patient is said to acquire a pronounced liking for it.

The broad street of Moffat is ornamented with a drinking-fountain crested with a rather demoniac-looking effigy of a ram. It was presented to the town by William Colvin of Craigielands, and is in allusion to the sheep-farming whence much of the prosperity of the district derives.

In the grim old churchyard lies John Loudon Macadam, the great reformer of roads, born at Ayr, 1756, died at Moffat, 1836.

	Selkirk, 34 m. Keep left.		(See pp. 789-793.)
	Cross the		Leaving Moffat by High Street and Academy Road, keep left, avoiding the old road, and cross river Annan.
	Annan.		
	UP		The road, Telford's "new Edinburgh road," now rises for five miles, a long gradual incline, rather monotonous, but gradients not
47	Devil's Beef Tub.	7	

Miles from Edinburgh		Miles from Beattock	
			severe. The river Annan is seen flowing down below. The road winds round to left near the summit, where the gloomy hollow down on the right amid the hills, called the "Devil's Beef Tub," opens out.

"It looks as if four hills were laying their heads together to shut daylight from the dark hollow space between them."

—Sir Walter Scott.

Sir Walter tells, in his *Redgauntlet*, how a prisoner, being marched past this spot, broke from his guards and *rolled* down into the hollow, thus escaping. Tragic happenings befell the mail-coaches on this exposed road in winter, notably in February, 1831, when the coachman and guard of the mail, heroically endeavouring to fulfil their duty, lost their lives in the snow. They lie in Moffat kirkyard.

	Enter Peebleshire.		
46	Tweedshaws.	8	The summit is about 1300 feet. Here is the watershed, the river Tweed rising down below, on right, and flowing in a north-easterly direction. A sign-post on the right is inscribed "Source of Tweed". Old rhyme :—
			"Tweed, Annan, Clyde, *Rise out of ane hillside,* *Tweed ran, Annan wan,* *And Clyde fa' doon and brak's neck ower Corra Linn".*
35½	"Crook" inn.	18½	Long descent to "Crook" inn, the Tweed still running down on the right.
30	Rachan Mill.	24	
	Cross the		Cross the Holms Water, which runs on right into the Tweed. Here the road at length reaches the level. Talla Reservoir, the principal source of Edinburgh's water supply, is one mile right.
	Holms Water.		
29	Broughton Railway Station.	25	

Miles from Edinburgh		Miles from Beattock	
	Cross the Kilbucho Burn.		
28½	Broughton.	25½	
	Stobo, 5½ m. ☞ *Biggar*, 5 m.		(See pp. 799-800.)
			Road rises for about two miles.
25½	Harestanes. Cross-roads, keep straight on.	28½	
	Peebles, 10½ m. ☞ *Lanark*, 16¾ m.		(See pp. 795-798.)
			Descent to Blyth Bridge.
22¼	Blyth Bridge. Fork of roads, keep right.	31¾	Keep right at fork of roads. (Left to West Linton.)
	West Linton, ½ m.		
19¾	Romanno Bridge. Cross the Lyne Water.	34¼	
	Peebles, 10¾ m. ☞		(See pp. 798-799.)
			Repeated rises and descents to "Leadburn" inn.
13	Leadburn inn.	41	Leadburn consists of only a few houses, the inn, or "hotel," and a railway station, occupying a bleak and exposed position on the Peeblesshire moors.
	Peebles, 10 m. ☞		(See pp. 823-824.)

Miles from Edinburgh		Miles from Beattock	
	Enter Edinburghshire.		
			Road descends.
	Cross the		
	Black Burn.		
	D		Long steep descent to the North Esk river, winding freely.
	Cross the		
	North Esk.		
			Short rise into Penicuik.
10	Penicuik.	44	Pop. 5205. Small town, finely placed for excursions amid the Pentland Hills, at whose base it stands. The local industry, extensively carried on, is that of paper-making. Keep to right in the Square, past the Fountain, and then left, past the Royal Hotel. Streets very narrow and crooked in places.
9½	Shottstown.	44½	
	EDINBURGH. (*G. P. O.*)	54	(Described, pp. 364-368.)

Route 242. MOFFAT TO SELKIRK

Miles from Selkirk		Miles from Moffat	
34¼	MOFFAT.		Proceeding to and past Moffat railway station keep straight on at cross-roads.
	Dumfriesshire.		
33½	Cross-roads. keep straight on.	¾	
			The road now goes straight up along the valley of the Moffat Water, which rises up on the fells of Birkhill, and flows down parallel on right, as we ascend. There are practically no side roads for

Miles from Selkirk		Miles from Moffat	
			miles, the present route ascending into the wild untenanted region presided over by the heights of Croft Head, 2085 feet; Capel Fell, 2223 feet; Ettrick Pen, 2369 feet, and other mighty eminences on the right; and by Swatte Fell, 2388 feet; Hart Fell, 2651 feet; Saddle Yoke, 2412 feet, and White Coomb, 2695 feet, on left. Such is the nature of the approach to Yarrow and Ettrick.
33	Hunterbeck. Cross the Craigieburn.	1¼	Crossing the Craigieburn stream we traverse the wooded interval of which Burns wrote in— "*Sweet fa's the eve on Craigieburn.*" By the third milestone, on right, is the house called "Burns' Cottage".
31¾	Craigieburn.	2½	In the cottage that stood here *before* the existing building, the poet is said to have written "Willie brewed a peck o' maut".
			Rise and fall, followed by long general rise, gradients not severe, although growing steeper, to Birkhill summit. Surface quite fair.
28½	Capplegill. Cross the Blackshope Burn.	5¾	Wild glens, in which the Covenanters of old hid and were hunted out, open on the right and left as we proceed. At Capplegill the Blackshope Burn comes down on the left, the unmistakable two-headed peak of Saddle Yoke looming down the opening.
24¼	The Grey Mare's Tail.	10	At ten miles from Moffat, the famous waterfall known as the "Grey Mare's Tail" is seen on the left pouring down the rocky mountain-side, very whimsically resembling a horse's tail (of gigantic proportions, be it said, for the fall is over 200 feet). It is

Miles from Selkirk		Miles from Moffat	
			approached on foot without much difficulty. A large tumulus between it and the road is known as the "Giant's Grave".
	Cross the Tail Burn.		
23	BIRKHILL SUMMIT.	11¼	From the summit, the road descends to the vales of Yarrow and Ettrick; easy descent, then level to St. Mary's Loch.
	Enter Selkirkshire.		
20	Chapelhope.	14¼	On the right, at the back of Chapelhope, is Riskinhope, where Renwick, last of the long procession of Covenanter martyrs, "for Christ and His truths," preached his final sermon, February, 1688. Here we come to the southern extremity of the Loch of the Lowes.
19	Loch of the Lowes.	15¼	The "Loch of the Lowes"—which means the "Lake of the Hills"—is one mile in length, and is separated from its much larger neighbour, St. Mary's Loch, only by a very narrow strip of land, on which stands the inn of "Tibbie Shiels," the keeper of the house in the times when James Hogg, the Ettrick Shepherd, and Wilson ("Christopher North") spent here their "Noctes Ambrosianæ". Mrs. Richardson, the "Tibbie Shiels" in question, died 1878. Hogg was a native of this district, having been born at Ettrick, less than four miles distant, on the right, 1770. A statue of him, representing the poet seated in a contemplative attitude, stands on the left of the road, opposite the inn, and startles strangers, who do not expect to see what may be regarded as so essentially an urban feature placed by the wild braeside. It was erected 1860.
18¾	St. Mary's Loch.	15½	St. Mary's Loch, past whose shores we now come, is the source of the Yarrow Water, in whose

company this route proceeds to Selkirk. "Lone St. Mary's silent lake" is not nowadays by any means so lonely as in the times of Scott and Wilson and the Ettrick Shepherd, whose poetic and romantic efforts, in conjunction with the modern taste for touring, have resulted in bringing great numbers of pilgrims annually through Moffatdale, Yarrow and Ettrick. Still, the scenery has not been exploited by building operations. The loch is three miles in length, and something less than half a mile broad.

Miles from Selkirk		Miles from Moffat	
18	Rodono Hotel.	16¼	Modern hostelry beside St. Mary's Loch.
17	Cappercleuch. Cross the Kirkstead Burn. Cross the Douglas Burn.	17¼	
12¾	"Gordon Arms" inn. Cross-roads, keep straight on. *Hawick*, 22¼ m.	21½	This way to Hawick, although a practicable road, is a rough and discouraging route, but of a sporting character for those who like exploring. (See pp. 793-794, and 823.)
	Peebles, 14½ m.		
10¼	Yarrow Feus.	24	Small collection of wayside cottages, greatly in request by summer visitors.
8¾	Yarrow.	25½	Small village, with a humble church, dating from 1640. It is the "capital" of this vale, a district ever full of Scottish songsters.
	Cross the Yarrow Water.		Road descends, winding freely, and twice crosses the Yarrow Water.

Miles from Selkirk		Miles from Moffat	
5	Yarrowford.	29¼	On the right is seen the fifteenth century tower of Newark Castle :— "*Newark's stately tower* *Looks down from Yarrow's birchen bower.*" —Scott.
			Easy rise and descent.
1¼	Philiphaugh.	33	Here, by the mansion of Philiphaugh, the battle of that name was fought, 13th September, 1645, when General Leslie and the Covenanters utterly defeated the great Marquis of Montrose.
1	Fork of roads, keep right. *Cadonfoot*, ☜ 5½ m. Cross the	33¼	Keep right at fork of roads. (Left to Cadonfoot, five and a half miles, see p. 826.)
	 Ettrick Water.		Crossing the Ettrick Water road rises steeply into Selkirk. Turn right on the way up.
	 SELKIRK.	34¼	(Described, p. 769.)

Route 243. MOFFAT TO PEEBLES

Miles from Peebles		Miles from Moffat	
36	MOFFAT. *Dumfriesshire.*		Moffat to "Gordon Arms" inn, as pp. 791-792.)
14½	"Gordon Arms" inn. Keep left. *Stirling*, 12¾ m. straight on.	21½	Keep to left at the inn. (Straight on to Stirling, twelve and three-quarter miles, see pp. 792-793.)
			Road rises lengthily, with varying degrees of steepness and easiness, past Mountbengerhope, with the Newhall Burn running along on right.
12¾	Mountbengerhope.	23¼	

Miles from Peebles		Miles from Moffat	
	Enter Peeblesshire.		
9½	Newhall.	26½	Moderate descent alongside the Quair Water, road bending right and left.
8¾	Traquair Church.	27¼	Barnlike building, gaunt and bare. Avoid road on left.
7¾	Traquair.	28¼	On the left, three-quarters of a mile after the village, is Traquair House, the "Tully Veolan" of the Bradwardines of Bradwardine, in *Waverley*. The old gateway, whose piers are crested with figures of bears on their hind legs, holding shields of arms, dates back to the times of the Earls of Traquair. The gates have not been opened for many years past. According to legend, they have remained closed since 1745, when Prince Charles endeavoured to obtain the help of the then Earl. That cautious nobleman refused; but, in bidding the Prince farewell at the head of the avenue at which the gates stand, he promised they should not again be opened until a Stuart and a Roman Catholic was again seated upon the throne. This, it will be allowed, did not very greatly cheer Prince Charlie, nor help his cause; and if Traquair gates are indeed to remain closed until the Stuarts return, they are likely, according to present advices, to remain so to all time.
	Fork of roads, keep left.		Keep left at fork, descending to the river Tweed.
	Cross the		
	Tweed.		
6½	Innerleithen Railway Station.	29½	Passing Innerleithen railway station keep left at fork of roads. (Innerleithen on right.)
	Fork of roads, keep left.		
	Innerleithen. ☞		(Thence to Peebles, as p. 823.)
	PEEBLES.	36	

Route 244. PEEBLES TO LANARK

Miles from Lanark		Miles from Peebles	
27¼	PEEBLES. *Peeblesshire.* (*High Street.*) Turn right. Cuddy Bridge. Turn left. 		Proceeding westward along High Street, turn right and cross the Cuddy Bridge, then at once to left, rising through the old part of the town, up a sharp pitch.
26¼	Neidpath Castle.	1	The bold keep of Neidpath Castle is seen standing finely upon a knoll rising from the Tweed. It forms a striking picture. Its ruin dates from the siege by Cromwell, when the second Earl of Tweeddale held it for Charles II. An ancient sculptured crest of the Frasers, Earls of Tweeddale, remains over one of the doorways, It represents a goat's head surmounting a coronet, together with the punning device of a bunch of strawberries—in French, *fraises*—for "Fraser".
25¼	Manor. Fork of roads, keep right. *Manor Church*, ☜ 3 m.	2	Keep right at fork of roads. The valley of the Manor Water, on left, is of an extremely romantic and picturesque character, but affords no through route, gradually deteriorating from a bye-road into a rough track. Yet the tourist, and especially the literary pilgrim, will scarcely omit to explore some distance along it, for the district is intimately associated with Sir Walter Scott's romance, *The Black Dwarf*. The original of this character was David Ritchie, who lies in the churchyard of Manor, in which a stone, erected by Messrs W. & R. Chambers, 1845, stands. His

Miles from Lanark		Miles from Peebles	
			cottage still stands up the valley. Scott describes the Vale of Manor as "the sweetest vale of all the south," and Turner has pictured it.
23¾	Fork of roads, keep right. *Stobo Church*, 2¼ m.	3½	Keep right at fork of roads. (Left to Stobo church, two and a quarter miles, see p. 799.)
	DOWN		
23¼	Beggarpath Bridge. *Cross a*	4	
	stream.		
22¾	Lyne Church.	4½	The church is said to be the "smallest in Scotland". Here is a well-marked Roman camp.
	DOWN		
	Cross the		Descent to the Lyne Water, which is crossed by a nasty hump-backed bridge, with DANGEROUS acute turn to left.
D			
	Lyne Water.		
	UP & DOWN		
20	DROCHIL BRIDGE. Fork of roads, keep left.	7¼	Keep left at fork of roads. (Right to Romanno Bridge, three and a half miles, see pp. 798-799.)
	UP		Long steepish rise, past the woodlands of Castlecraig, followed by descent to Harestanes cross-roads.
17¼	Kirkurd Church.	10	
	DOWN		
16¾	Harestanes. Cross-roads, keep straight on. *Beattock*, 28½ m. *Edinburgh*, 25½ m.	10½	(See pp. 785-789.)

Miles from Lanark		Miles from Peebles	
			Short sharp drop, followed by long and steep rise and a descent to Melbourne cross-roads.
	Enter Lanarkshire.		
14½	Melbourne. Cross-roads, keep straight on. *Biggar*, 5 m. *Penicuik*, 14½ m.	12¾	(See p. 773.)
12¾	Elsrickle.	14½	
	Cross the		
	South Medwin Water.		
10	Newbigging Railway Station.	17¼	
9¼	Newbigging.	18	
	Cross the		
	North Medwin Water.		
6¾	Carnwath.	20½	Pop. 6500. *I.e.* "The cairn by the ford. The prehistoric mound which thus helped to confer the place-name still remains. In front of the old Tolbooth is the market-cross. Near the modern church is a small remaining portion of the

Miles from Lanark		Miles from Peebles	
			old building, containing monuments of the Somervilles and Lockharts.
	Biggar, 8½ m. *Carluke*, 9 m.		(See pp. 776-777.)
	Fork of roads, keep left.		Crossing the railway, keep left at fork of roads.
4	Carstairs.	23¼	Important railway junction. But Carstairs is a place of ancient origin, and is considered to be the site of the Roman-British colony of *Corn Cær*. In later times it became known as "Castleterres".
2¾	Ravenstruther.	24½	
			Long incline, followed by good run down.
	LANARK. (*The Cross.*)	27¼	(Described, p. 759.)

Route 245. PEEBLES TO ROMANNO BRIDGE

Miles from Romanno Bridge		Miles from Peebles	
10¾	PEEBLES. *Peeblesshire.* (*High Street.*)		Peebles to fork of roads at Drochil Bridge, as pp. 795-796.)
3½	Drochil Bridge.	7¼	Keep right at fork of roads. (Left to Carnwath, thirteen and a quarter miles.)
	Fork of roads, keep right.		Crossing the bridge the road proceeds up the valley of the Lyne Water, passing immediately on left Drochil Castle, a romantic-looking castellated mansion, in ruins. The tall upstanding walls are those of a stately residence which the Regent Morton had
	Cross the Tarth Water. *Carnwath*, 13¼ m.		

Miles from Romanno Bridge		Miles from Peebles	
			designed for himself; but he was executed, 1581, before he could complete his project. He died for his share in the blowing-up of Darnley at Kirk o' Field.
			Easy ascent to Romanno Bridge.
1	Newlands Church. Cross the	9¾	The terraced hill, rising in a series of fourteen gigantic steps from the river, is a remarkable object here. These resemble the terraces, called "lynchets," frequently seen on the hillsides in the West of England.
	Lyne Water.		
	ROMANNO BRIDGE.	10¾	

Route 246. PEEBLES TO BROUGHTON AND BIGGAR

Miles from Biggar		Miles from Peebles	
16¼	PEEBLES. *Peeblesshire.* (*High Street.*)		Peebles to fork of roads in three and a half miles, as pp. 795-796.
12¾	Fork of roads, keep left. *Romanno Bridge*, 7¼ m. ☞	3½	
10½	Stobo.	5¾	The church of Stobo, founded by St. Kentigern, otherwise St. Mungo, is the earliest ecclesiastical building in Tweeddale, and the mother-church of the district. The "jougs" still hang beside the south porch.
9½	Stobo Railway Station.	6¾	Near by is Stobo Castle, a modern castellated mansion, seat of Sir Graham Montgomery, Bart.
			Long rise.
7	Dreva.	9¼	
5	Broughton.	11¼	

Miles from Biggar		Miles from Peebles	
	Cross-roads, keep straight on. *Moffat*, 23¼ m. *Edinburgh*, 28½ m.		(See pp. 786-789.)
	BIGGAR.	16¼	(Described, p. 773.)

Route 247. COLDSTREAM TO KELSO

Miles from Kelso		Miles from Coldstream	
8¾	COLDSTREAM. *Berwickshire.*		Leaving the town in a westerly direction out of the High Street, road descends and rises, and after a mile's interval again descends.
7¼	Fireburnmill.	1½	
	Fork of roads, keep straight on. *Greenlaw*, 8½ m.		Keep straight on at fork of roads. (Right to Greenlaw, eight and a half miles, see pp. 803-804.)
6¾	Wester Fireburnmill.	2	
6	Homebank.	2¾	
	Cross-roads, keep left.		
5¼	Birgham.	3½	The road runs from hence to Kelso along the banks of Tweed, passing the parks of Eden Hall and Hendersyde on right.
	Enter Roxburghshire.		
1¾	Springhall.	7	
	KELSO. (*The Square.*)	8¾	(Described, p. 815.)

Route 248. COLDSTREAM TO DUNS

Miles from Duns		Miles from Coldstream	
10¼	COLDSTREAM. *Berwickshire.*		Leave Coldstream in a northerly direction, skirting along the eastern side of the Earl of Home's park, The Hirsel.
			Road repeatedly rises and descends.
8½	Hirsel Law. (School.)	1¾	
			Steep rise and fall.
8	Georgefield.	2¼	
7	Ruthven.	3¼	Steep rise and fall.
6	Swinton Mill Farm.	4¼	
	Cross-roads, keep straight on.		Keep straight on, over cross-roads.
	Swinton, 1¾ m. *Kelso*, 10 m.		(See pp. 313-315.)
	Cross the Leet Water.		
4¼	Ryslaw.	6	
	Sharp turn right. Cross-roads, keep straight on. Sharp turn left. Sharp turn right.		Road twists and turns very greatly on the way to Mount Pleasant.
3¼	Mount Pleasant.	7	

Miles from Duns		Miles from Coldstream	
	Cross-roads, keep left.		Keep off to left at Mount Pleasant cross-roads.
			Road descends, with sharp turn to right, to the Blackadder Water,
2¾	Cross the Blackadder Water.	7½	and then ascends, bearing left.
1½	Nisbet: Fork of roads, keep right.	8¾	Keep right at fork of roads, thence descending to another fork
1¼	Cheeklaw Old Toll. Fork of roads, keep left.	9	at Cheeklaw Old Toll in one-quarter mile. Here keep left.
			Road rises, and passes railway station, in Duns.
	DUNS. (*Town Hall.*)	10¼	(Described, p. 558.)

Route 249. COLDSTREAM TO LAUDER

[*Very fair surface over this route*]

Miles from Lauder		Miles from Coldstream	
22¼	COLDSTREAM. *Berwickshire.*		Pop. 2192. The little town of Coldstream, clustered about its market-place, is of considerable charm and interest, whether we consider it in relation to its beautiful situation on the Tweed or for itself alone. It is dominated by a lofty column which somewhat keenly arouses the speculations of the approaching traveller, expectations that are more than a little dashed when he discovers it to be in memory of a former Member of Parliament, one of the Marjoribanks family, still seated in the neighbourhood, of whom the average person has no knowledge.

At Coldstream the oldest regiment save one in the British Army was raised by General Monk, afterwards Duke of Albemarle, in 1659. The Coldstream Guards have made much

gallant history since then. The town, being just within the Scottish border, figured, like Gretna Green, in the runaway marriage way. Henry Brougham, afterwards Lord Brougham, was thus married here, 1819. The old toll-house at the Scottish end of the bridge was the scene of these escapades. The names of three Lord Chancellors figure in the books.

Miles from Lauder		Miles from Coldstream	
			Leaving Coldstream down High Street, road passes the demesne of The Hirsel, a seat of the Earl of Home, and repeatedly rises and descends to Fireburnmill.
20¾	Fireburnmill. Fork of roads, keep right. *Kelso*, 7¼ m.	1½	Keep right at fork of roads. (Left to Kelso, seven and a quarter miles, see p. 800.) The road skirts along the western side of The Hirsel.
19¼	Hatchednize. Cross-roads, keep straight on.	3	Keep straight on, over cross-roads.
18¾	Fork of 3 roads, keep left.	3½	Keep left at fork of three roads.
17	Orange Lane. Cross-roads, keep straight on. *Swinton*, 5 m. *Kelso*, 6¾ m.	5¼	(See pp. 813-815.)
14¾	Thirlington.	7½	
	Roweston Lodge. Fork of roads, keep left.		Keep left at Roweston Lodge fork of roads, thence descending over oblique cross-roads, and down to level railway crossing.
	LEVEL CROSSING.		

Miles from Lauder		Miles from Coldstream	
	Cross the Blackadder.		
12¼	Greenlaw.	10	Small town, situated on a loop of the Blackadder Water, which almost enfolds the site of it. On the right is the imposing County Hall, and on the left is the equally imposing County Hotel.
	Duns, 7½ m. ☞ *Earlston*, 11 m. *Kelso*, 9 m.		
	Cross the Blackadder.		Crossing the Blackadder, road rises a long incline, and descends in like manner to Hexpath.
9¼	Hexpath. *Cross a* *stream.*	13	
7	Houndslow.	15¼	Sharp descent, followed by long rise, in undulating fashion, and then a smart descent to Whiteburn inn.
4½	Whiteburn inn. Junction of road from Kelso, by Gordon, on left.	17¾	Junction of road from Kelso, by Gordon (thirteen miles), on left at the "Eagle" inn, Whiteburn.
	Bear left.		Road descending, bears left, and crosses the Brunta Burn.

Miles from Lauder		Miles from Coldstream	
	Cross the Brunta Burn.		
			Road rises to Thirlestane.
2¾	Thirlestane.	19½	
			Road still rising. Keep left at fork at High Cross. (Right to Carfraemill, five miles.)
2	High Cross. Fork of roads, keep left. *Carfraemill*, 5 m.	20¼	
			Long descent to crossing of the Leader Water.
	Cross the Leader Water.		
	Junction of road from Kelso, by Earlston.		Junction of road from Kelso, by Earlston (nineteen miles), on left.
	LAUDER.	22¼	(Described, p. 537.)

Route 250. KELSO TO GALASHIELS

Miles from Galashiels		Miles from Kelso	
16½	KELSO. *Roxburghshire.* (*The Square.*)		Leave Kelso in a northerly direction, by Bowmont Street, and thence left, passing the park of Floors Castle on left. Floors, the magnificent seat of the Duke of Roxburgh, appears to have originally been named "Fleurs". The mansion was built by Sir John Vanbrugh, in his usual monumental style, but was altogether remodelled in 1839. It stands by the confluence of the Tweed and the Teviot, hard by the site of Roxburgh Castle, which was recaptured from the English in 1460,

Miles from Galashiels		Miles from Kelso	
			and destroyed. The Scottish sovereign, James II., who had been active at the taking of the fortress, was killed by the bursting of a cannon.
15½	Fork of roads, keep left. *Stichill*, 2¼ m. ☞	1	Keep left at fork of roads (right to Stichill, two and a quarter miles), road descending.
15	Fork of roads, keep left. *Nenthorn*, 2 m. ☞	1½	Keep left at next fork of roads. (Right to Nenthorn, two miles.)
12¼	Cross-roads, keep straight on.	4¼	
10½	Smailholm.	6	Smailholm is a greatly decayed, and still decaying, agricultural village, divided into the three hamlets of East Third, West Third, and Overtown. Many of its cottages are tenantless and in ruins. Smailholm, or Sandyknowe, Tower stands upon a height which makes it visible for incredible distances. It is introduced by Scott in his poem, *Marmion*. It is prominently seen ahead as we leave the village.
	Fork of roads, keep left. *Lauder*, 13 m. ☞ *Enter Berwickshire.*		Keeping to left in Smailholm village, keep again to left at fork of roads. (Right to Lauder, thirteen miles.)
	D		Long steep descent. Dangerous.

Miles from Galashiels		Miles from Kelso	
5¾	Leaderfoot. Cross the Leader. Cross-roads, keep straight on. *Melrose*, 2 m.	10¾	Crossing the Leader Water, keep straight on. (Melrose, two miles left.)
			Road rises up a cutting through the woods.
3¾	Gattonside.	12¾	
3¼	MELROSE BRIDGE.	13¼	Pass along the bridge-end. Do not cross it.
3	Cross the Allan Water.	13½	In a further quarter of a mile, cross the Allan Water.
			Long rise and fall.
	GALASHIELS.	16½	(Described, p. 821.)

ROUTE 251. KELSO TO SELKIRK

Miles from Selkirk		Miles from Kelso	
19	KELSO. *Roxburghshire.* (*The Square.*)		Proceeding southward from the Square, cross the bridge, and abruptly to right at fork of roads,
18¾	Cross the Tweed. Fork of roads, keep right. *Hawick*, 20½ m.	¼	bearing round the grounds of Springwood House. (Left to Hawick twenty and a half miles, see pp. 815-818.)
18	Cross the Teviot.	1	Road bears round to right and crosses the river Teviot, and thence bears left, amid beautiful riverside scenery, the park of Floors Castle

Miles from Selkirk		Miles from Kelso	
	Fork of roads, keep right. *Roxburgh Railway Station*, 1¾ m.		stretching nobly along the opposite side of the Teviot. The present Castle was built by Vanbrugh, 1718. Passing the very scanty remains of Roxburgh Castle on the left, the scene of the tragic death of James the Second of Scotland, by the bursting of a cannon at the siege, road rises to fork, where keep right. (Left to Roxburgh railway station, one and three-quarters mile.)
15½	Trows Farm.	3½	
13¾	Fork of roads, keep right.	5¼	Keep right at fork of roads.
10½	Maxton.	8½	
	Fork of roads, keep right.		Keep to right at fork of roads after leaving Maxton, road descending to Greycrook ; steep and winding.
9½	Greycrook.	9½	
8¾	St. Boswells Green.	10¼	
	Cross-roads, keep straight on.		Keep straight on at cross-roads.
	Jedburgh, 8½ m. *Newton St Boswells.* ☞		(See pp. 533-536.)
			Road rises long steep ascent, past the Duke of Buccleuch's kennels, and climbs up to Bowden Moor. The Eildon Hills are on the right.
	Cross-roads, keep straight on.		
6	Bowdendam-head.	13	
			Sharp descent into Selkirk.

Miles from Selkirk		Miles from Kelso	
	Enter Selkirkshire.		
	SELKIRK. (*Town Hall.*)	19	(Described, p. 769.)

Route 252. KIRK YETHOLM TO KELSO

Miles from Kelso		Miles from Kirk Yetholm	
8¼	KIRK YETHOLM. *Roxburghshire.*		Kirk Yetholm and Town Yetholm, although given two names, are merely one rustic village, divided by the Bowmont Water. The place lies literally right under the Cheviots. The street is wide and the cottages small. The neighbourhood was for centuries celebrated for the Romany tribes who kept up the old gipsy legend with great spirit, and elected kings and posed as descendants of the Lost Tribes of Israel, until advancing civilization rather showed them to be little better than rogues and vagabonds. The last of the celebrated Faa family of gipsies was Charles Faa Blythe, who was "crowned King" in 1898. A remote ancestor of his was one John Faa, who ran away with the Countess of Cassilis, and was overtaken and hanged by the lady's husband.
	Cross the Bowmont Water.		
7¾	Town Yetholm.	½	
	Fork of roads, keep right. *Eckford Church,* 8½ m.		Keep right at fork of roads in Town Yetholm. (Left to Eckford Church, eight and a half miles, see pp. 810-811.)
7½	Fork of roads, keep left.	¾	Keep left at next fork. In a mile the road rises and descends a long hill.
6	Cross-roads, keep straight on.	2¼	

Miles from Kelso		Miles from Kirk Yetholm	
3½	Blakelaw.	4¾	
			Short rise, followed by a long descent to and past Kelso railway station, thence winding badly, to Kelso Bridge, across which the Tweed is crossed, into the town.
¾	Kelso Railway Station.	7½	
D	Cross the		
	Tweed.		
	KELSO. (*The Square.*)	8¼	(Described, p. 815.)

Route 253. KIRK YETHOLM TO ECKFORD CHURCH

Miles from Eckford Church		Miles from Kirk Yetholm	
9	KIRK YETHOLM *Roxburghshire.* Cross the		
	Bowmont Water.		
8½	Town Yetholm.	½	
	Fork of roads, keep left.		Keep left at fork of roads in Town Yetholm. (Right to Kelso, seven and three-quarters miles, see pp. 809-810.)
	Kelso, 7¾ m.		
	Fork of roads, keep right.		Keep right at fork of roads approaching Primside Mill, on the Bowmont Water.
7½	Primside Mill.	1½	
6¾	Primside.	2¼	
			Road rises, winding, and then descends to the Kale Water.
5¼	Cross the	3¾	
	Kale Water.		
			Easy rise to Morebattle.

Miles from Eckford Church		Miles from Kirk Yetholm	
4½	Morebattle.	4½	On Morebattle Hill, a little to the south, is a Roman Camp.
	Fork of roads, keep right.		Keep to right at fork in the village, and again right at further fork in one-half mile, road descending, with the Kale Water parallel on right.
	DOWN		
3	Fork of roads, keep right.	6	
	DOWN		
2¼	Marlefield.	6¾	
	ECKFORD CHURCH.	9	(Described, p. 816.)

Route 254. CORNHILL TO KELSO

[*Very fair surface on this route*]

Miles from Kelso		Miles from Cornhill	
10	CORNHILL. *Northumberland.*		
	Fork of roads, keep left. *Coldstream,* 1¼ m.		Keeping to left at fork of roads in Cornhill (right to Coldstream, one and a quarter miles, see p. 546), road follows the southern, or English, side of the river Tweed through Wark.
7½	Wark.	2½	The ancient village of Wark, now a humble place of thatched cottages, was in the long ago of great importance, as the neighbouring Moot Hill proves. On the rugged height called the "Kaim of Wark," which overlooks the village, a flagstaff alone marks the site of the twelfth century castle, famous as the place where, according to legend, the Most Noble Order of the Garter was founded, 1344, upon the incident of the Countess of Salisbury's dropped garter. The King (Edward III.) picked it up and fastened it round his own leg, afterwards returning it with the remark, which is still the motto of this foremost order of chivalry, "*Honi soit qui mal y pense*". An inscription on a flowing well alludes to this incident. This castle probably endured between the twelfth and sixteenth centuries more sieges, assaults, burnings, etc., than any in the country.

Miles from Kelso		Miles from Cornhill	
			Leaving Wark, we pass Battle Place, site of a contest called the Battle of Carham, 1370, in which the Scots, after being driven from the ground five times, at last gained the victory. Then by Carham Hall, come to the village. The scenery along Tweedside continues delightful.
6	Carham. ENTER SCOTLAND. *Roxburghshire.*	4	
3	Sprouston.	7	
	D		Road descends sharply, winding very badly, past Kelso railway station, and passing a number of branch-roads, down to Kelso Bridge, which we cross, into Kelso town.
½	Kelso Railway Station. Cross the Tweed.	9½	
	KELSO. (*The Square.*)	10	(Described, p. 815.)

ROUTE 255. BERWICK TO KELSO AND HAWICK

Miles from Hawick		Miles from Berwick	
44½	BERWICK. *Berwickshire.* (*Town Hall.*)		Proceeding northwards, by Scotch Gate, through the archway, cross the railway, and keep left at
44	Fork of roads, keep left. *Cockburnspath,* 21¼ m. ☞	½	fork of roads. (Right to Cockburnspath, twenty-one and a quarter miles, see pp. 356-359.)
43½	Fork of roads, keep left. *Duns,* 14¼ m. ☞ 	1	Keep to left at fork of roads in a further half mile. (Right to Duns, fourteen and a quarter miles, see pp. 557-558.)

Miles from Hawick		Miles from Berwick	
	Cross a *stream.*		
41½	Cross the	3	
	Whiteadder Water.		
	Bear right. Bear left.		Bear right (avoiding fork to right just beyond which leads to the village of Paxton), and then sharply to left.
40	Paxton South Mains. *Paxton.* ☞	4½	
39½	Bear left.	5	Bear sharp to left and then to right.
39¼	Bear right. Bear right.	5¼	Bear right into Fishwick.
38¾	Fishwick. Keep straight on. Fork of roads, keep left.	5¾	Keeping straight on, past two roads on right, keep to left at next fork, road rising into West Fishwick.
38	West Fishwick.	6½	
36¾	Horndean.	7¾	
33½	Swinton Quarter.	11	
32¾	Swinton. Bear left. *Duns,* 6 m. ☞ Bear right.	11¾	Bear sharply to left (Duns, six miles right), and then to right on leaving Swinton.
31	Swinton Mill Farm, Cross-roads, keep straight on.	13½	Road winds left and right, rising and falling to Swinton Mill Farm.

Miles from Hawick		Miles from Berwick	
	Coldstream, 4¼ m. *Duns*, 6 m.		See pp. 801-802.
	Cross the		
	Leet Water.		
29¾	Bughtrig.	14¾	
29¼	Leitholm.	15¼	
	Cross the		
	Leet Water.		
27¾	Orange Lane Cross-roads, keep left. Keep right.	16¾	One of the peculiarly awkward zigzag cross-roads on this route.
	Coldstream, 5¼ m. *Lauder*, 17 m.		(See pp. 802-805.)
26¾	Eccles.	17¾	*I.e.*, "Ecclesia"; so-called from the church of an ancient nunnery, of which some few traces are left. It was destroyed in the Earl of Hertford's raid, 1545.
	Fork of roads, keep left.		Keep left at fork of roads after leaving Eccles.
26	Wormerlaw. *Enter Roxburghshire.*	18½	
25	Harpertown.	19½	
			Road bends abruptly left to Ednam, originally "Edenham".
23½	Ednam.	21	James Thomson, the poet of "The

Miles from Hawick		Miles from Berwick	
			Seasons" and of "Rule, Britannia," was born at Ednam Manse, September, 1700. An obelisk to his memory stands on Ferney Hill. It was erected 1820. Here also was born, 1793, Henry Francis Lyte, author of the hymn, "Abide with me, fast falls the eventide".
	DOWN		Keeping straight on, through the village, road descends to Kelso.
21	Kelso.	23½	Pop. 4008. *I.e.*, "Calchow," the town of the chalk-hill. Kelso is known in the neighbourhood as "Queen of the Borders". Here meet in a lovely vale the rivers Tweed and Teviot. The town, alike in its ancient and modern parts, is certainly of great beauty, well fitting its situation. It is a Border town with many bitter memories of warfare, for placed as it is, immediately looking across the river a few miles from England, it felt the first shock of hostilities, and was often sacked and burnt. To-day it is approached from the south side of Tweed by a fine bridge of five arches, built by Rennie, 1800. It very closely resembles his Waterloo Bridge, London.

To that indefatigable founder of abbeys, David I., Kelso owes its Abbey church, founded by him 1128. Its ruined tower is still the most prominent feature of the town. The building owes its shattered condition to the great English raid of 1545, under the Earl of Hertford, who has been undeservedly held up to obloquy because of his dealings with it, by cannonading and assault. He, in fact, found the Abbey used as a fortified place, and was thus bound to treat it rather as a fortress than as a place of worship. The tower, in particular, was strongly held, and had to be reduced. All those within it were slain. The general character of the surviving architecture is Early English, of a rugged type.

From the Court House in the spacious Market Square rings the curfew every evening.

Coldstream, 8¾ m.	(See p. 800.)
Kirk Yetholm, 8¼ m.	(See pp. 809-810.)
Lauder (by Gordon), 17½ m.	

Miles from Hawick		Miles from Berwick	
	Lauder (by Earlston), 19 m. ☞		
	Galashiels, 16½ m. ☞		(See pp. 805-807.)
	Selkirk, 19 m. ☞		(See pp. 807-809.)
	Cross the Tweed.		Leaving Kelso from the Square, cross river Tweed and keep to left. (Right to Selkirk, eighteen and three-quarters miles, see pp. 807-809.)
	Fork of roads, keep left.		Steep, winding rise to fork of three roads—a peculiarly awkward junction; dangerous — keep to right.
20¼	Maxwellheugh. Fork of 3 roads, keep right.	24¼	
	Kirk Yetholm, 7½ m., middle road.		(Middle road goes to Kirk Yetholm, eight miles, see pp. 809-810.)
	Cornhill, ☜ 9½ m.		(See pp. 811-812.)
18½	Heiton.	26	
			Long descent, past the demesne of Sunlaws, on right.
16½	Kalemouth. Cross the Kale Water.	28	Here the Kale Water is crossed at its junction with the "silver Teviot," which itself is spanned by a chain bridge.
16	Eckford Church. ☜ *Eckford.*	28½	The old instrument of punishment, the "jougs," still hangs by its chain beside the church door.
14	Crailing.	30½	The monumental column of Penielheugh, on the wooded hill prominent in the view, is in memory of the Battle of Waterloo, and was erected 1815 by the Marquis of Lothian and his tenantry. It

Miles from Hawick		Miles from Berwick	
			stands at a height of 774 feet, and is itself 156 feet high.
	Cross the Oxnam Water.		
12¼	LEVEL **D** CROSSING. JEDFOOT BRIDGE.	32¼	Level crossing at Jedfoot railway station approach to Jedfoot Bridge.
	Cross the Jed Water. Bear left.		Having crossed the Jed Water, road bends sharply left, rising to Bonjedward fork of roads, where keep right. (Left to Jedburgh, two miles, see pp. 533-534.)
			The river Teviot runs charmingly on right all the way from hence to Hawick.
11¾	Bonjedward. Fork of roads, keep right. *Jedburgh*, 2 m.	32¾	
10¾	Aucrum Bridgend.	33¾	
	Newton St. Boswells, 5¼ m.		(See pp. 734-536.)
7¾	Newton.	36¾	
6¾	Guide-Post Cottage.	37¾	Road winds round to left, descending to the Rule Water, which is crossed by a narrow bridge. It then rises, bearing round to right, to Spittal old toll-house.
	Cross the Rule Water.		
6½	Spittal Toll House.	38	

Miles from Hawick		Miles from Berwick	
5	Denholm.	39½	Pretty village on the Teviot. A tablet on one of the white-faced, thatched cottages marks the birthplace of John Leyden, 8th September, 1775, litterateur and friend of Sir Walter Scott. A monument to him stands on the village green on the right.
			Sharp descent and rise, followed by a further descent, to Ashybank.
3½	Ashybank.	41	
2¾	Spearbank.	41¾	
	Cross a *stream.*		
1¾	Junction of road from Carter Bar, on left.	42¾	Junction of road from Carter Bar (thirteen and three-quarters miles) on left.
1	Weensland Mills.	43½	Passing Weensland woollen mills, on Teviotside, the road rises and descends to the town of Hawick.
	HAWICK. (*Town Hall.*)	44½	(Described, p. 768.)

Route 256. JEDBURGH TO MELROSE, GALASHIELS, PEEBLES, AND EDINBURGH

[*A good road throughout*]

Miles from Edinburgh		Miles from Jedburgh	
58	JEDBURGH. *Roxburghshire.*		Jedburgh to Newton St. Boswells, as pp. 533-536.
48¼	Newton	9¾	

Miles from Edinburgh		Miles from Jedburgh	
	St. Boswells.		
47¾	Fork of roads, keep left. *Edinburgh, by Lauder*, 37½ m.	10¼	Keep left at fork of roads. (Right to Edinburgh, by Lauder, thirty-seven and a half miles, see pp. 536-541.)
	D *Gradient* 1 in 12.		Steep rise from fork of roads, and fall to the Watersplash across the Bogle Burn. Very dangerous.
	WATERSPLASH. *Cross the Bogle Burn.*		
	Gradient 1 in 12.		Similar steep rise from the watersplash, then a long descent to Melrose.
45½	Melrose.	12½	Pop. 2195. The old town of Melrose is situated in a hollow, such as the monks loved, "to shelter their devotions from the wind," as Byron says. It stands at the foot of the Eildons, and beside the romantic Tweed, in the very midst of what, in these latter days, has come to be known as the "Scott Country". Abbotsford, where the great novelist lived and died, is but three miles away. The whole town—there is not much of it in its entirety, although, even so, far larger than of yore—is still dominated by the beautiful ruined abbey, which rises immediately to the right as you cross the railway and come into the streets. Some rustic-looking old houses with whitewashed fronts and steep roofs remain in the High Street, hard by the old market-cross, whose slim shaft is surmounted by the Scottish lion, squatting on his rump, and looking like a poodle dog begging for biscuits.

But it is to the abbey church that the tourist will at once repair. The modest sum of fourpence is charged for admission. It is considered by most observers to be the noblest ecclesiastical ruin in Scotland. A very large proportion of it remains, and discloses a building 258 feet in length, with transepts : chiefly of the Late Decorated period, with the usual strong Flamboyant tendency found in later Scottish architecture, derived from the close association of the country with France, the home of the Flamboyant style. The finest of the windows is that of the south transept. According to a widely-received tradition, the heart of Robert Bruce, which Douglas vainly sought to carry to the Holy Land, lies just within the great east window of the choir. Here, too, is pointed out the resting-place of Alexander II., died 1249 ;

under a greenish-black marble slab. Near by lies James, Earl of Douglas, killed at Chevy Chase, 1388; also Lord Evers, slain at the fight of Lilliardsedge, or Ancrum Moor, in 1544. He was one of the commanders of the English raiding force then defeated by the Scots, and had but just come from the plunder and destruction of this abbey church, in which, with doubtful propriety, he lies. The tomb of Sir David Brewster, man of science and master of optics, who died 1868, is outside by one of the windows, and bears the appropriate inscription, "The Lord is my Light".

Perhaps the most interesting inscription in the abbey is that in the south transept to John Murdo, or Moreau, the abbey architect, or master mason, to whom we probably owe much of the existing building. It runs :—

JOHN . MOROW : SVM TYME : CALLIT :
WAS : I : AND : BORN : IN PARYSEE :
CERTAINLY : AND HAD : IN : KEPPING
ALL : MASON : WORK : OF : SANTAN :
DRVYS : YE : HYE : KIRK : OF : GLASGV :
MELROS : AND : PASLEY : OF :
NYDDYSDAYLL : AND : OF : GALWAY :
I : PRAY : TO : GOD : AND : MARY : BAITH :
AND : SWEET : ST. : JOHN : KEEP : THIS : HALY :
KIRK : FRAE : SKAITH :

On the door in the south transept are the compasses and the fleur-de-lys, indicating his profession and his French nationality.

Miles from Edinburgh	Miles from Jedburgh	
		Leaving Melrose keep to left, out of the Market Place, road descending, in company with telegraph poles. Then, again rising, keep right at next descent, road bearing at foot to left.
		Again rising, an imposing Hydro establishment is seen on right.
		Keep right at fork of roads (left to Darnick, three-quarters miles), and in a further quarter mile keep right at another fork. (Left to Abbotsford, two and a half miles, see pp. 824-825.)
Fork of roads, keep right. *Darnick*, ¾ m.		
Fork of roads, keep right. *Abbotsford*, 2½ m.		

Miles from Edinburgh		Miles from Jedburgh	
44½	MELROSE BRIDGE. Cross the Tweed. Fork of roads, keep left. Cross the Allan Water.	13½	Crossing the Tweed, keep immediately to left at fork of roads. Long rise and fall.
41½	Galashiels. (*Market Place.*)	16½	Pop. 17,800. *I.e.* the "shiels" or huts on the Gala Water. This now busy and populous town of tweed manufactories, situated on what was formerly a romantic and secluded river, originated in wayside shelters built to accommodate the slow-travelling pilgrims to Melrose Abbey in days of old. The ancient cross, crested with a metal vane, is still to be seen in the street. The arms of Galashiels are a fox and a plum tree. Temp. Edward III. a company of English soldiers, while straying about in search for wild plums, were surprised and routed by a party of Scots, after which the inhabitants called themselves "the sour plums of Galashiels".
	Enter Selkirkshire. *Hawick*, 17¾ m. *Edinburgh, by Bowland*, 33 m.		(See pp. 768-772.)

Miles from Edinburgh		Miles from Jedburgh	
			Leaving Galashiels along Channel Street, Bank Street and High Street, proceed straight ahead, road rising steadily. The run down to Peebles, alongside the Gala Water is delightful, and the road is of excellent quality.
	Cross-roads, keep straight on. *Selkirk.* *Edinburgh*		
38	Clovenfords.	20	Tiny village. This is now a place where hothouse grapes are grown extensively for the London market. At the inn lodged the poet Wordsworth in 1803 :— "*And when we came to Clovenford Then said my winsome marrow, 'Whate'er betide, we'll turn aside And see the Braes of Yarrow'.*" But they didn't ! It was not until 1814 that Wordsworth made acquaintance with those braes. Sir Walter Scott also often stayed here when acting as Sheriff. Across the Cadon Water is Ashiestiel, his residence from 1804 to 1812.
	Oblique cross-roads, keep right. *Selkirk,* 6 m. Cross the Cadon Water.		Keep to right across oblique cross-roads. (Left to Selkirk, six miles.)
			Rather steep rise from Clovenfords.
36¼	Junction of road from Selkirk, on left.	21¾	Junction of road from Selkirk (seven and a half miles) on left. The road now keeps close by the Tweed, all the way to Peebles.
			Road rises gradually to Thornielee, with railway on right.
35	Thornielee Railway Station.	23	

Miles from Edinburgh		Miles from Jedburgh	
	Turn right. Turn left.		Turn to right under the railway and then left.
33½	Hoylee. Cross the	24½	The woods of Elibank are on the left.
	Glenhopeknowe Burn. *Enter Peeblesshire.*		
			Easy rise and descent to Walkerburn.
31¼	Walkerburn.	26¾	Pop. 1161. Small manufacturing town. Rise and descent to Innerleithen.
29½	Innerleithen.	28½	Pop. 2181. Modern town in the valley of the Leithen Water and the Tweed. In the time of Sir Walter Scott it was a mere humble village. It figures as "St. Ronan's Well" in his novel of that name. (See pp. 789-792, and 793-794.)
	Moffat, 29½ m.		
23	Peebles.	35	Pop. 5266. Old town, exhibiting few traces of its real antiquity, seated finely in the valley of the Tweed. It is known locally as the "capital of Tweeddale". The old cross, long removed, was replaced in High Street 1895. A great Hydropathic establishment, like some castellated palace, overlooks the town from a hillside.

Wits have often exercised themselves at the expense of sleepy Peebles: "For real pleasure give me Peebles," remarked some sardonic wag; and Lord Cockburn used to say "As quiet as the grave, or Peebles". The "Cross Keys" inn, a seventeenth century house, was originally the town mansion of the Williamson family, of Cardrona, and is considered to be the "Cleikum" inn of Scott's *St. Ronan's Well.*

	Lanark, 27¼ m.		(See pp. 795-798.) Leaving Peebles along High

Miles from Edinburgh		Miles from Jedburgh	
			Street keep right, up into North-gate.
			Easy rise. Railway runs closely parallel, on left, for several miles.
20½	Redscarhead.	37½	
18½	Eddleston.	39½	
			Road rises easily. Avoid the turn to left, one and a quarter miles from Eddleston.
16	Fork of roads, keep left.	42	Keep left at fork of roads.
15	Fork of roads, keep left.	43	Keep left at fork of roads, road then descending to "Leadburn" inn.
13	"Leadburn" inn. *Enter Edinburghshire.*	45	(Thence to Edinburgh, as pp. 788-789.)
	EDINBURGH. (*G. P. O.*)	58	

Route 257. MELROSE TO SELKIRK

Miles from Selkirk		Miles from Melrose	
7½	MELROSE. *Roxburghshire.* (*The Cross.*)		
			Leaving Melrose, keep to left out of the Market Place, road descending in company with telegraph-poles. Then, road again rising, keep right at next descent, road bearing at the foot to left. Rising again an imposing Hydro establishment is seen on right.
	Fork of roads, keep right. *Darnick*, ¾ m.		Avoid the turning to left for Darnick, and in a further quarter mile take the left-hand fork at fork of roads. (Right to Galashiels, three and a half miles, see pp. 820-821.)
	Fork of roads, keep left.		

Miles from Selkirk		Miles from Melrose	
	Galashiels, 3½ m.		
			Crossing the railway, road rises and descends to Abbotsford, which stands on right, down in a hollow, looking upon the river Tweed.
4½	Abbotsford.	3	This, the home of Sir Walter Scott, from 1812 until his death in 1832, is the object of pilgrimage for thousands of visitors annually. The house was built by Sir Walter upon the site of a farmstead. The place was then called "Clarty (*i.e.* 'dirty') Hole". Following his romantic predisposition, he renamed it "Abbotsford". The mansion, since that time enlarged, retains his magnificent library and collections of armour and historical relics, together with numerous objects of more intimate personal association. Abbotsford is, in short, a wonderfully interesting museum, but its Gothic architecture is of only an ill-instructed kind, an instance of zeal not according to discretion. Visitors are daily admitted at a fee of 1s. from 10 A.M. to 5 P.M., on every week-day between 1st May and 30th September. Abbotsford is the residence of the Honourable Mrs. Maxwell Scott.

	Keep left.		A narrower road leads on from Abbotsford to Lindean railway station, soon sharply descending. At foot of the hills keep left.
			Road then rises (Abbotsford Ferry on right) and goes easily to
2	Lindean Railway Station.	5½	the railway station.
			Steep ascent to the town of Selkirk.
	SELKIRK.	7½	(Described, p. 769.)

Route 258. SELKIRK TO EDINBURGH

Miles from Edinburgh		Miles from Selkirk	
44	SELKIRK. *Selkirkshire.* (*Town Hall.*)		
	D		Leaving Selkirk by the Market Place and the Green, road descends

Miles from Edinburgh		Miles from Selkirk	
	Cross the Ettrick Water.		steeply and crosses the Ettrick Water.
43	Fork of roads, keep right. *Moffat*, 33 m.	1	Keep to right at fork of roads. (Left to Moffat, thirty-three miles, see pp. 789-793.)
			Long incline.
40¼	Sunderland.	3¾	
	Fork of roads, keep right.		Keep right at fork to Yair Bridge.
39½	YAIR BRIDGE. Cross the Tweed.	4½	
	Fork of roads, keep left.		Keep left at fork immediately after crossing Yair Bridge, which is a charming scene: an old three-arched bridge spanning the river. The ruined old manor-house of Fairnilee is seen on crossing. The road from this point closely follows the Tweed.
37½	Cadonfoot. Fork of roads, keep left. *Clovenfords*, 1 m. Cross the Cadon Water.	6½	Keep left at fork of roads. (Right to Clovenfords, one mile.)
36½	Junction with road to Peebles.	7½	Junction with road to Peebles in one mile. Thence, through Peebles, to Edinburgh, as pp. 822-824, and 788-789.
	EDINBURGH. (*G. P. O.*)	44	

Route 259. BAWTRY TO GAINSBOROUGH AND LOUTH

Miles from Louth		Miles from Bawtry	
46½	BAWTRY. (*Market Place.*) *Yorkshire.* Turn left. Turn right. Turn left. Cross the Idle. *Enter Nottinghamshire.*		Turn to left, out of the Market-Place, after passing the Public Hall. Then take first to left, and next to left, under railway. Crossing the river Idle, Nottinghamshire is entered at Scaftworth.
45½	Scaftworth.	1	
43½	Everton.	3	Village chiefly on left, on high ground overlooking the low-lying lands on north, called "the Cars," and the valley of the Idle on south. Road descends and rises, and descends again. Keep left at fork of roads.
	Fork of roads, keep left. "Drakeholes" inn. Cross the Chesterfield Canal.		
40½	Gringley-on-the-Hill.	6	Village on a height, commanding extensive views over the misty Cars and the Vale of Trent. Long, easy descent to cross-roads at Beckingham. Turn to right into the village, a picturesque old place, embowered amid trees.
	Cross-roads. Turn right.		

Miles from Louth		Miles from Bawtry	
37¾	Beckingham. Turn left.	8¾	After leaving Beckingham, turn left for Gainsborough, and over level crossing.
	LEVEL CROSSING. Cross the Trent. *Enter Lincolnshire.* Turn left.		Cross the river Trent by a toll-bridge into Gainsborough; turning to left into the town.
34½	Gainsborough.	12	(Described, p. 318.) Leaving Gainsborough along Market Street, and thence to left and then to right, rising sharply under the railway, the road makes along a freely undulating country to Corringham.
30¾	Corringham.	15¾	The church of Corringham, on left, is a fine Early Norman, Transitional Norman, and Early English building, elaborately restored at the sole cost of an ecclesiastically-minded lady.
26½	Harpswell Church.	20	This is an interesting church of all periods from Norman to Perpendicular. Monuments: Wm. de Harrington, rector, fourteenth century; John Whichcote and wife, 1480. On parapet of the tower is an inscription stating the clock to have been given as a thankoffering for the victory over the Scottish rebels at Culloden.
25	Fork of roads, keep right.	21½	Keep right at fork of roads.
24½	Caenby Corner. Cross-roads, keep straight on. *Lincoln*, 11¼ m. ☞ *New Holland*, 29 m.	22	At cross-roads at Caenby Corner keep straight on. (See pp. 832-835.)

Miles from Louth		Miles from Bawtry	
22¼	Glentham.	24¼	The church is chiefly Perpendicular. Monuments of the Tourney family.
20½	Bishop's Bridge. Cross the Ancholme.	26	
19¾	Fork of roads, turn right. Cross the Rase.	26¾	Turn right at fork of roads. The three Rasen villages take their name from the little river Rase.
17½	West Rasen.	29	The church, rebuilt 1829, retains a Norman nave-arcade and some ancient oaken benches. In the village is a fourteenth century packhorse bridge.
15¾	Middle Rasen.	30¾	The church of St. Peter is late Norman, Decorated, and Perpendicular, of interesting character. Here also is an exceptionally interesting example of a low side window. The fourteenth century effigy of a priest holding a chalice came from St. Paul's church, demolished in 1860.
14½	Market Rasen.	32	Pop. 2296. Market Rasen is a small "town" with the proportions of a village. Little of interest remains of the old church except the tower and the Norman south door. Leaving Market Rasen through the market-place, keep straight on, by Queen Street and along the Willingham Road.
11	North Willingham.	35½	Passing Willingham Park, the church of North Willingham is seen on right. It is a modern building in a so-called "classic" style, retaining only the old tower.

Miles from Louth		Miles from Bawtry	
	Keep left.		Keeping to left in the village, the way goes steeply uphill.
9	Ludford Parva.	37½	
8¾	Ludford Magna.	37¾	The church here is modern. Road sharply descends and rises to South Elkington.
2½	South Elkington.	44	Picturesque village, with remodelled church. Long run down from South Elkington to junction of roads. Then a rise, past Thorpe Hall, which, besides being a place of old romance, is interesting as having been the residence some years ago of Mr. Lewis Ffytche, who purchased the stones of the charming little City of London church, St. Mildred-in-the-Poultry, one of Sir Christopher Wren's churches, which was demolished in 1876 and the materials sold at auction. He had intended re-erecting the church in the park, but left without doing so. The stones remain here. Bear to right into Louth, into the town, and along Westgate.
	LOUTH.	46½	(Described, Vol. III., p. 196.)

Route 260. LOUTH TO GRIMSBY

Miles from Grimsby		Miles from Louth	
15½	LOUTH. (*Parish Church.*) *Lincolnshire.* Cross the Ludd.		Leaving Louth, past the church and down Upgate and along Bridge Street, the river Ludd is crossed; road then rising sharply, with following descent and sharp rise into Fotherby.

Miles from Grimsby		Miles from Louth	
12¾	Fotherby.	2¾	
11½	Utterby.	4	
9½	Ludborough.	6	Here is an interesting church with Transitional Norman nave, Early English chancel and fine Perpendicular tower.
7¾	"North Thoresby" inn.	7¾	
6½	Waith.	9	*I.e.* "wath" = a ford. The church has an early Norman tower.
4¾	Holton-le-Clay.	10¾	Here is another early Norman church, one of the numerous early churches in this district.
2	Scartho.	13½	Early Norman church tower, with Decorated nave and Perpendicular south aisle.
	GRIMSBY. (*Bull Ring.*)	15½	Pop. 74,659. Properly "Great" Grimsby, but the prefix has almost wholly fallen into disuse, although Grimsby is now far greater than ever it was, and is the largest fishing port in the kingdom, and still rapidly growing. It is a place where remote antiquity and ultra-modern developments meet. Leofric, the great Earl of Mercia in Saxon times, was the lord of this place. Here Richard Cœur-de-Lion held a Parliament. It was even then a town and port, and his successor, King John, conferred a charter upon it. The harbour, however, silted up in the fourteenth century, and by the time of Henry VIII. Grimsby was stated to possess "but one poor coal ship and scarce mariners in the town to man it". In 1790 Grimsby had but 982 inhabitants. But the tide turned soon afterwards. In 1800 a newly-constructed harbour was opened in the little stream called the Freshney, and prosperity again dawned. The first docks were opened in 1849, and since then progress has been ever more rapid. Modern Grimsby owes almost everything to the enterprise of the Great Central Railway, which has constructed a long series of docks now extending about five miles, to the new docks at Immingham, opened 1913, on the north-west. Cleethorpes, on the south-east, is a different kind of venture. Here the Great Central Railway has brought into being an entirely new seaside resort of the popular type.

Grimsby is of Danish origin, as its place-name indicates; these eastern coasts having been early overrun and settled by those sea-rovers from the north.

The ancient church, a fine and stately building near the Town

Station, is the chief antiquity that Grimsby possesses. It is principally of the Early English period, but the central tower, rebuilt 1365, is in the late Decorated style. The altar-tomb of Sir Thomas Haslerton, with effigy in armour, was long popularly known as "Grim's tomb," and thought by the ignorant to be that of the Danish founder of the town. Grim was really a poor fisherman of legendary lore who rescued Havlok, the sea-waif, from drowning. The waif chanced to be the son of a great chieftain, who rewarded Grim, and finally made him overlord of the port.

Hotel: Royal. Motor repairs: James Plastow, 13 Osborne Street.

Route 261. LINCOLN TO NEW HOLLAND FERRY (FOR HULL)

Miles from New Holland Ferry		Miles from Lincoln	
40¼	LINCOLN. (*Stonebow.*) *Lincolnshire.*		(Lincoln described, Vol. III., pp. 215-220.) Leaving Lincoln in a northerly direction, through the archway of Stonebow, the road rises very steeply out of the city, through the ancient Roman north gate of *Lindum*, called "Newport Arch". The perfectly straight road we now follow for over sixteen miles is the ancient Roman "Ermine Street," quite solitary and rather featureless, in common with most surviving Roman roads. It is nearly level.
29	Caenby Corner. *Bawtry*, 22 m. *Louth*, 24⅓ m.	11¼	(See pp. 827-830.)
28½	Spital-in-the-Street.	11¾	Lonely village, taking its name, "in-the-street," from the Roman road, and "Spital," from a hospital (*i.e.* an almshouse), founded *c.* 1320, and enlarged in 1398 by Archdeacon Thomas de Aston. It had a more remote origin as a hospice for travellers along this lonely road, in those times when wayfarers were sincerely to be pitied. Here stood the hermitage of St. Edmund, where the hermit afforded shelter for those who needed it. The alms-

house charity was re-founded by the Wray family in 1616, and now supports seven inmates.

Here was also formerly a chalybeate spring greatly resorted to; an inn; and a house where Quarter Sessions were held until the close of the seventeenth century. The pleasant park on right is that of Norton Place.

Miles from New Holland Ferry		Miles from Lincoln	
24	Fork of roads, turn right.	16¼	At fork of roads, soon after passing the sixteenth milestone, turn right, leaving the Ermine Way.
21⅝	Redbourne.	18¾	Redbourne Hall, on right, is a property of the Duke of St. Albans, now used as the vicarage. In the church are some memorials to the Beauclerks, the St. Albans family. Here is an effigy of Sir Gerard Sothill, 1401.
20¼	Hibaldstow.	20	The village takes its name from St. Higbald, a holy person whose saintly deeds and peculiar sanctity must once have been of considerable fame, but of whom nothing is now known.
	Fork of roads, turn right. LEVEL CROSSING.		Turn to right at fork on leaving Hibaldstow.
18½	Cross the New River.	21¾	Approaching Brigg, cross the straight cut on the river Ancholme called the "New River".
16¼	Brigg. (*Market Place.*)	24	Pop. 3343. The ancient name of Brigg—which means "Bridge"—was "Glanford Briggs". It is a small market-town of little interest to the tourist, but near the railway station is preserved in a shed a highly interesting prehistoric British dug-out boat made from the trunk of an oak. This was discovered in 1885 during some excavations beside the river Ancholme at the Gas Works. A lawsuit was fought for possession of it, in which the Lord of the Manor

Miles from New Holland Ferry		Miles from Lincoln	
			was the successful claimant. This remarkable relic is 48 ft. 6 in. long and 5 ft. wide, and could hold more than forty men.
	Turn left. *Grimsby*, 21½ m.		Leaving Brigg market-place and proceeding along Wrawby Street, turn left.
15¼	Fork of roads, turn right. *Barton-upon-Humber*, 7½ m.	25	At fork of roads in one mile turn right. (Left to Barton-on-Humber, seven and a half miles.)
14½	Wrawby.	25¾	In the village of Wrawby is a church which formed the parish church of the larger part of Brigg. It retains its ancient Early English tower, but the body of it is a debased rebuilding.
			Short sharp rise.
			Steepish, rough descent into Melton Ross.
11	Melton Ross.	29¼	The place derives the second half of its name from the Ros family, lords of the manor from 1247.
			The road winds freely past the church.
	Fork of roads, keep left. *Grimsby*, 12 m.		At fork of roads keep left to Croxton. (Right to Grimsby, twelve miles.)
9	Croxton. Cross-roads. Turn left. Turn right. Turn left.	31¼	At cross-roads in Croxton turn left, then right, and again left.
6½	Wootton.	33¾	Wootton is just off to left.
5½	Cross-roads, turn right.	34¾	At cross-roads turn right.
4¾	Thornton Curtis.	35½	The fine Early English church is exceptionally good. The nave-arcade, with clustered pillars enriched with dog-tooth ornament, is of unusual design. The twelfth

Miles from New Holland Ferry		Miles from Lincoln	
			century black basalt font, sculptured with wyverns, etc., resembles that in St. Michael's church, Southampton, and is of same general character as the black basalt fonts of Lincoln and Winchester cathedrals, and St. Mary Bourne, and East Meon, Hampshire.
	Turn left.		Turn left at Thornton Curtis church.
	Thornton Abbey, 2 m. ☞		The interesting ruins of Thornton Abbey are two miles right.
2½	Barrow-upon-Humber.	37¾	Here is an ancient Transitional Norman and Early English church.
	NEW HOLLAND Railway Station. LEVEL CROSSING.	40¼	New Holland railway station (Great Central railway) and railway pier on the Humber, which at this point is one and a half mile broad, look across to Hull.

Cars are taken across to Hull from this point on the steamers, but the service is inferior, and this passage is not generally recommended. Steamers depart about every hour, from 5.20 A.M. to 9.45 P.M., on week-days. Sundays: 7.55 A.M., 10.50 A.M., 11.50 A.M., 4 P.M., 6 P.M., 9.10 P.M.; subject to tide suiting. Notice should be given in advance to Station Master by letter or telegram. Cars are charged 3s. 6d. and 5s. according to size, and taken at "owner's risk"; owner being required to sign a "risk-note" before car is taken aboard. The passage generally takes twenty minutes.

ROUTE 262. BRIGG TO GRIMSBY

Miles from Grimsby		Miles from Brigg	
21½	BRIGG. (*Market Place.*) *Lincolnshire.* Turn right. *New Holland*, 🚂 16¼ m.		Leaving Brigg by Wrawby Street, turn right. (Left to New Holland, sixteen and a quarter miles, see pp. 834-835.) Passing railway station keep straight on to Bigby.
17¼	Bigby.	4¼	Village is on left. The church, chiefly Early English, contains, among numerous other monuments, that of Sir Robert Tyrwhit of

Miles from Grimsby		Miles from Brigg	
			Ketilby and wife, 1581, with fine effigies. Note the little figures of their twenty-two children. Of the three late brasses, that to Dr. Nayler, Rector, 1632, is curious. The inscription describes him as "a painefull minister of God's word".
			Steep rise.
16¾	Somerby.	4¾	Charming old village with little Early English church, containing cross-legged effigy and an imposing monument to Edward Weston, 1770.
15	Grasby.	6½	Modern church.
14	Clixby.	7½	Clixby church is the remaining chancel of an ancient building, of which the greater part has disappeared.
12	Caistor. Cross-roads, turn left.	9½	A steep rise leads into Caistor, which stands at the cross-roads, chiefly on left, with the church on right. Fine views extend south and west. The place-name indicates that this was the site of a Roman *castrum*, or camp; but the town discloses little of any antiquity, although sufficiently pleasant. The church, however, stands within the site of the Roman camp. It is partly Early English. Among the monuments is one to Sir Edward Maddison, who died 1553, when aged nearly one hundred years. The "gad-whip" custom, observed here from ancient times, and occasionally revived nowadays, is curious. Annually, on Palm Sunday, during morning service, a person from Broughton parish entered the porch of Caistor church carrying an enormous whip with a white leather thong ten feet in length, which he cracked twice on the beginning of the First Lesson. He then retired until the beginning of the Second Lesson; and then, returning and walking up the aisle with his whip, to which in the meanwhile a green silk purse containing twenty-four (or according to some accounts, thirty)

silver pennies and four pieces of wych-elm had been affixed, he waved it thrice round the clergyman's head, and knelt before him until the conclusion of the Lesson. The whip was then taken to the pew belonging to the neighbouring Hundon Manor. This strange observance was really a manorial service by which the squires of Hundon held their adjacent Broughton property.

Miles from Grimsby		Miles from Brigg	
	Turn left.		Turn left in the town, at the "George" inn, uphill; with a descent to Cabourn.
10½	Cabourn.	11	Church has an early tower.
8	Swallow.	13½	Another example of an early church tower here.
6¼	Irby-upon-Humber.	15¼	Norman church, with massive nave-arcades. Irby is *not* on the Humber, being five miles away from it, but is so called to distinguish it from Irby-le-Marsh, near Skegness.
4¼	Laceby.	17¼	Church is interesting, from Norman to Perpendicular.
	GRIMSBY. (*Bull Ring.*)	21½	(Described, p. 831.)

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A number in italics denotes that on the particular page the place referenced is not directly on the route.

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